

**VILLAGE OF IRVINGTON
NEW YORK**

COMPREHENSIVE LAND USE PLAN

October, 1979

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A. INTRODUCTION

In 1872, the Village of Irvington was incorporated as a municipality of Westchester County, New York. This status carries with it certain powers. Chief of these are the zoning and planning powers granted to the Village government by Article 7 of the Village of New York State. This law states that through the process of planning, the Village may preserve, promote, protect and improve the public health, safety, comfort, good order, appearance, convenience, law enforcement and fire prevention and general welfare of the Village. Of particular significance also is the general intent of such planning to control land use and to facilitate the adequate and efficient provision of transportation, water, sewerage, schools, parks, recreational facilities, housing and other requirements and services, and conserve, develop, utilize and protect natural resources within the Village.

The Mayor and Trustees and the Planning Board have reiterated these intents and purposes in their stated requirement that the Comprehensive Plan "... recognize the benefits and importance of preservation of the natural elements of the environment and ... orderly growth and land use consistent with the preservation and enhancement of the qualities of the environment ..."

Protection of natural environments and scenic resources are essential components of the Comprehensive Plan. In order to fully understand the Village's resources and their interrelated functions in maintaining natural systems, the consultant planners undertook several environmental studies. The findings of these studies confirmed that the natural environments of Irvington have been degraded by urbanization and if current trends were to continue, the natural amenities of the Village would be greatly damaged, flooding and siltation would increase, and the fresh water resource of the Harriman Reservoir would be degraded. Fifty percent funding for all environmental studies was granted by the Community Assistance Program of the New York State Department of Environmental Conservation. The Environmental Conservation Board of Irvington was responsible for administering and directing those studies.

A major thrust of the planning effort has been to maximize the involvement of the Trustees, Planning Board, Environmental Conservation Board, and community groups and residents of the Village. For this express purpose, a liaison committee was established to work with the consultant to

assist in gathering data, to evaluate findings of the consultant and obtain public input for all phases of the planning process. Public work sessions to discuss the consultant's data and analysis, goals and objectives and current planning recommendations were held throughout the duration of the planning work. In addition to discussions concerning preparation of the Plan at several public meetings, the Planning Board held special public meetings for public information and input. It was on the basis of these discussions and the public response to planning studies that the Village Trustees adopted goals for the Plan and selected recommendations with respect to health, safety and welfare, and performance standards for the Plan.

During the course of the planning process, local goals and objectives were collected and analyzed for agreement and potential areas of conflict. In addition, the Village's natural and human support systems were documented and analyzed to identify problems and opportunities inherent in each system. The socio-cultural and economic contexts of the Village were also subjected to an analysis designed to identify potential problem areas, opportunities, and prospective changes in the future.

The most significant conclusions of this analysis were that current zoning provides for 1,251 new dwelling units in addition to the 2,052 units already in the Village in 1976. This zoned capacity is projected to meet the demand until approximately 2035, using a straight line projection. Also of significance is the change in the single family unit/multi-family unit ratio from an existing 46%/54% ratio to a 65%/35% ratio, and its potential impact upon the socio-economic profile and school enrollment in the Village. Existing urban developments have often caused negative environmental impacts, most notably flooding, while uncontrolled future development would exacerbate this problem and threaten the water quality in the Village reservoir. The other major issues identified relate to increasing the tax rates in the Village, protecting and enhancing the Main Street business core, providing additional recreational areas and protecting the ambience of the Village as a residential community within a protected natural environment.

The liaison committee, Trustees, Planning Board, and Environmental Conservation Board, reviewed the problems and opportunities of future urban growth projections and unanimously adopted certain recommendations and policies as the basis for alter-

native future growth options. Alternative allocations of density and land use for all undeveloped property over three acres were prepared and tested to determine future social, economic, and environmental impacts. The impacts were reviewed in public meetings and policies and recommendations were selected that would form the basis for a Comprehensive Plan and Regulations.

This Comprehensive Plan contains both a land use plan for future development and sections describing how this development will be created, served, protected, and enhanced. The essential systems needed to support the future population are described in the first section. The second section presents the plan for the preparation and preservation of natural, economic, and scenic resources and ecological functions in the Village. A summary of the economic background of the Plan is followed by a presentation of the Land Use Plan itself. This is supported by sections on the associated development and administrative regulations, implementation procedures, and inter-governmental coordination. This Plan document presents policies and recommendations based upon extensive data collection and analyses which are documented in Technical Reports 1 and 2 and supplementary presentations of alternative development options. This document contains a concise presentation of the Plan unencumbered by the extensive analyses and interpretations which have been performed and presented separately.¹

The Comprehensive Plan addresses immediate problems of environmental protection and urbanization in Irvington within the terms of reference of current knowledge of existing conditions and anticipated resources to make public improvements. As parts of the Plan are implemented and new problems or resources become known, then the Comprehensive Plan must be reviewed and if necessary modified to reflect public attitudes to the new circumstances. In any case, it should be reviewed and updated every two years.

The Comprehensive Plan is one of the tools in a continuous and ongoing process designed to implement the intent and purpose of protecting the health, safety, and welfare of the present and future population in the Village of Irvington.

¹ Note: Where maps and charts have been corrected or otherwise modified, the date of such map is indicated on the Plan. All other maps and charts are taken from earlier presentations.

B. HUMAN SUPPORT SYSTEMS

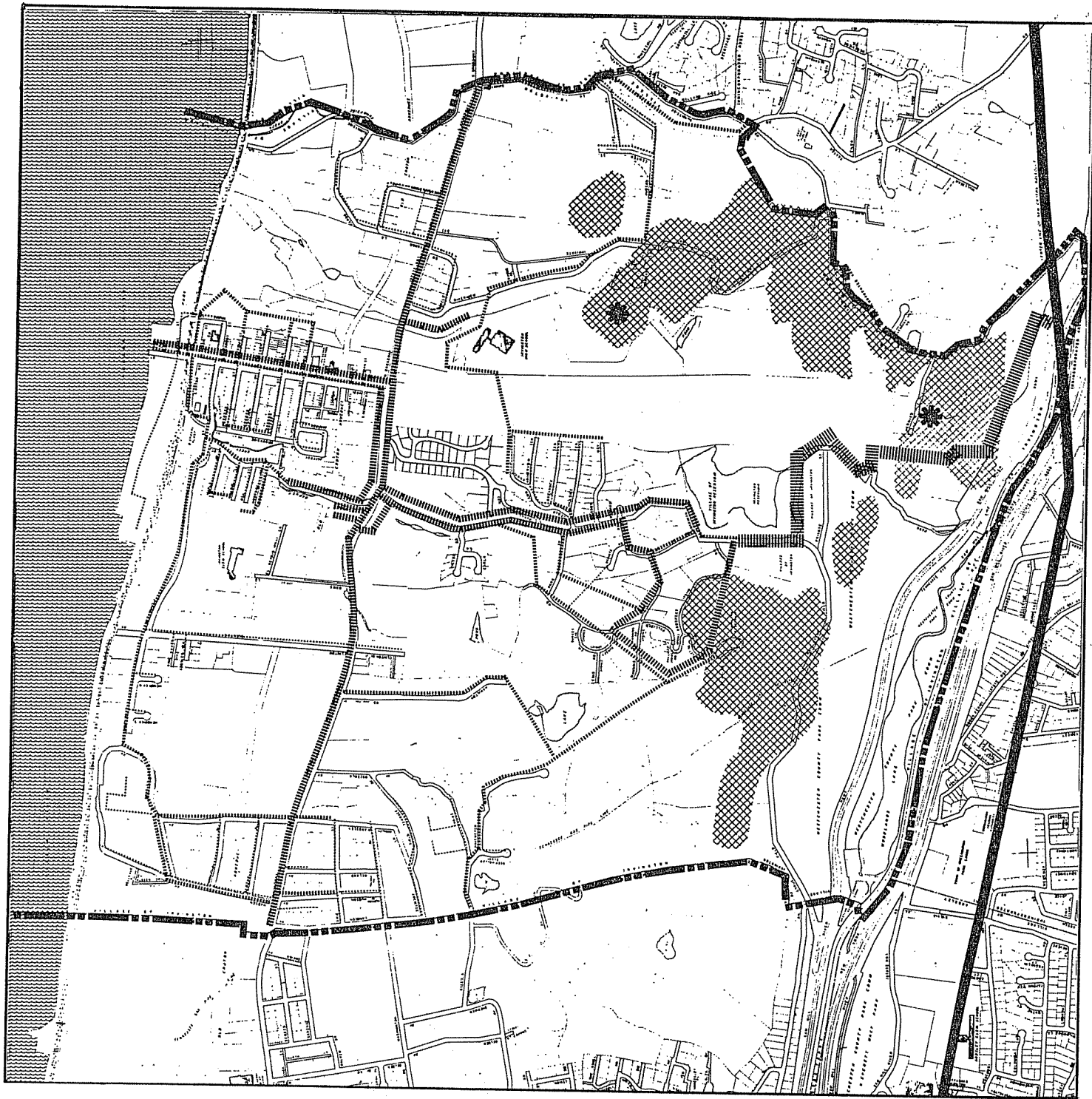
INTRODUCTION

One of the most important reasons for the creation of a Comprehensive Plan is to promote and provide for the health, safety and welfare of the population. This is done most directly, perhaps, by the provision of human support systems. These include a potable water supply, a sanitary sewer system, the disposal of solid waste, provision for the drainage of run-off from storms, a safe and efficient traffic system and fire and police protection services. The policies which will be needed to support the projected development in the Plan are presented for each of those human support systems below.

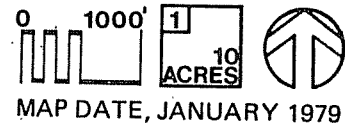
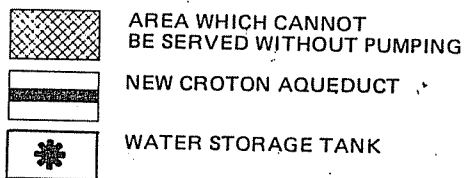
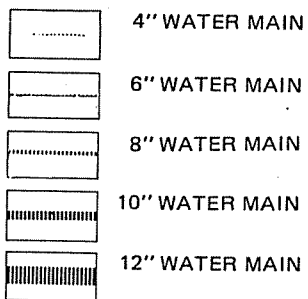
WATER SUPPLY

The Village currently has pumping and transmission facilities adequate to meet its projected maximum daily demand to the year 2000. The supply and distribution systems are documented on the Water Supply map. The issues to be resolved are those of water quality, not quantity. The quality of water drawn from the New Croton Aqueduct and the Irvington Reservoir has deteriorated over the last 15 years and the Village is currently operating with an exemption from the turbidity requirements of the Safe Drinking Water Act of 1974. In addition, there are several areas of potential problems in the distribution system which may appear as development continues.

The water supply policy of this plan is to implement the recommendations contained in Technical Report 2. The major recommendation with regard to quality of supply is that the Village connects its water supply to either the Delaware or Catskill aqueducts, while retaining the Irvington Reservoir as a supplementary supply resource. An independent supply from the Catskill aqueduct may be the most economical. The most important recommendation for distribution is that the 16-inch transmission main between Harriman Road and the Riverview Road standpipe be constructed. This can be done independently of the decision on source of supply because all of these alternatives will use this transmission main. Before any new development is approved, an impact statement should be required in order to determine the necessary water improvements related to extending or upgrading existing lines. These costs should be prorated to the developed of the project. Most of these improvements would be internal to the parcel.



WATER SUPPLY



SANITARY SEWER SYSTEM

The majority of land within the Village already is or can be served by sanitary sewers. These areas are shown on the Sewered Areas map. The capacity of existing interceptors is more than adequate to meet the needs of the maximum population permitted by current zoning. The pump station likewise has sufficient future capacity. The major problems affecting future development are those of infiltration/inflow. While the Village is currently reducing infiltration by repairing and replacing damaged pipe, the majority of the excess wet weather inflow remains uncorrected. The sources of this inflow are roof leaders, yard, floor and driveway drains and sump pumps.

The recommendation of this Plan is that those illegal connections be eliminated. If unchecked, the excess inflow may require enlarging the system's pumping capacity. In the future, the County Ordinance governing discharge must be enforced. If these connections are eliminated the Village should not have any problems in the future expansion of the sanitary sewer.

The majority of potentially developable land is generally unsuitable for septic tank systems. These areas are documented on the Septic Tank Limitations map. New development here would have to be connected to the sanitary sewer system.

With the exception of careful checks for adequate sewer size in cluster developments, the existing system is sufficient to meet future demand. Before any new development is approved, an impact statement should be required in order to determine the necessary sanitary sewer improvements related to extending or upgrading existing interceptors. These costs should be pro-rated to the developer of the project. Most of these improvements would be internal to the parcel.

SOLID WASTE DISPOSAL

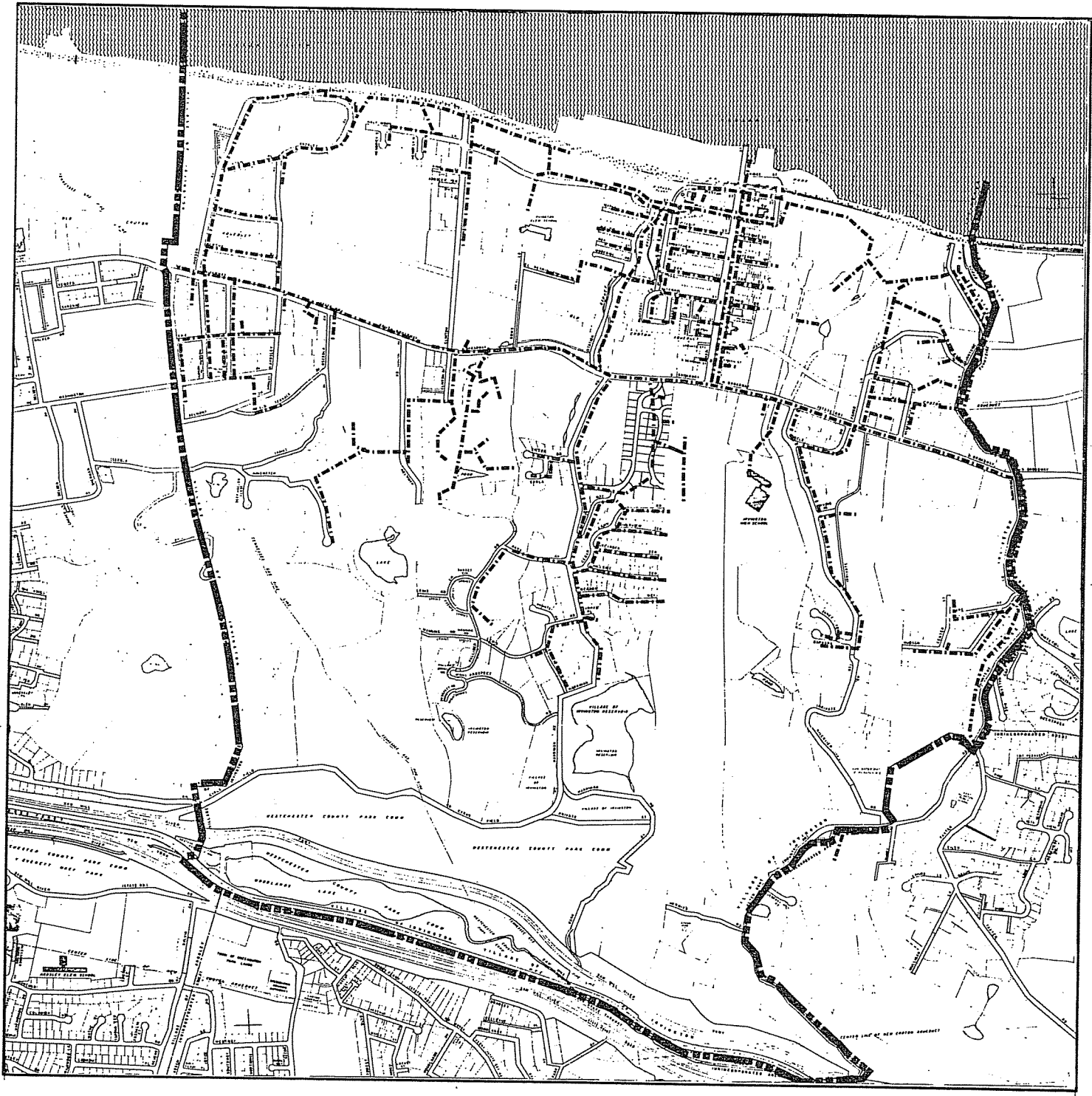
The Village of Irvington is in a very good position regarding solid waste disposal. There are no incinerators or disposal sites in the Village at this time. The currently fragmented disposal system in the County will be replaced by a County-wide solid waste management program incorporating the concept of resource recovery facilities, a residue disposal site and several transfer stations. None of these facilities are proposed to be located in or near the Village.

When this system is completed it will be able to handle all of the Village's solid waste at a modest increase in cost over the current twenty dollars a ton in 1979.


STORM DRAINAGE

Runoff of rain water from storms has caused flooding and damage in the Village along most permanent streams. Over 40 percent of the Village is on poorly drained soils and the majority of potential development areas have high runoff potential under existing conditions, as shown in the Runoff Potential map. Increases in runoff volumes from improperly designed new development would result in increased flood flows in Village streams, exacerbating the existing flood problem.

A three point policy is recommended, as a minimum, to alleviate runoff and flooding problems which are generally identified in the Storm Drainage Problems and Opportunities map. The first point is for the Village to implement the specific suggestions to correct drainage problems presented in Technical Reports 1 and 2, as well as those contained in the Army Corps of Engineers' studies of Sunnyside and Barney Brooks. The second point is that the Village limit development in the 100-year floodplain. Any development allowed in the floodplain will be subject to strict performance standards. This floodplain is identified on the Flood Insurance Rate map and the Flood Boundary and Floodway map in the *Flood Insurance Study: Village of Irvington, Westchester County, New York*, prepared for the U.S. Department of Housing and Urban Development, Federal Insurance Administration. The third aspect of this policy is for the Village to promulgate and enforce performance standards providing for storm water retention on site for the difference between developed and undeveloped discharge rates. With those standards in effect, present flooding problems would not be exacerbated by growth and added impervious cover.



SEWERED AREAS

 EXISTING SEWER SYSTEM

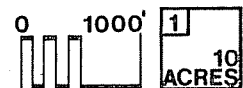


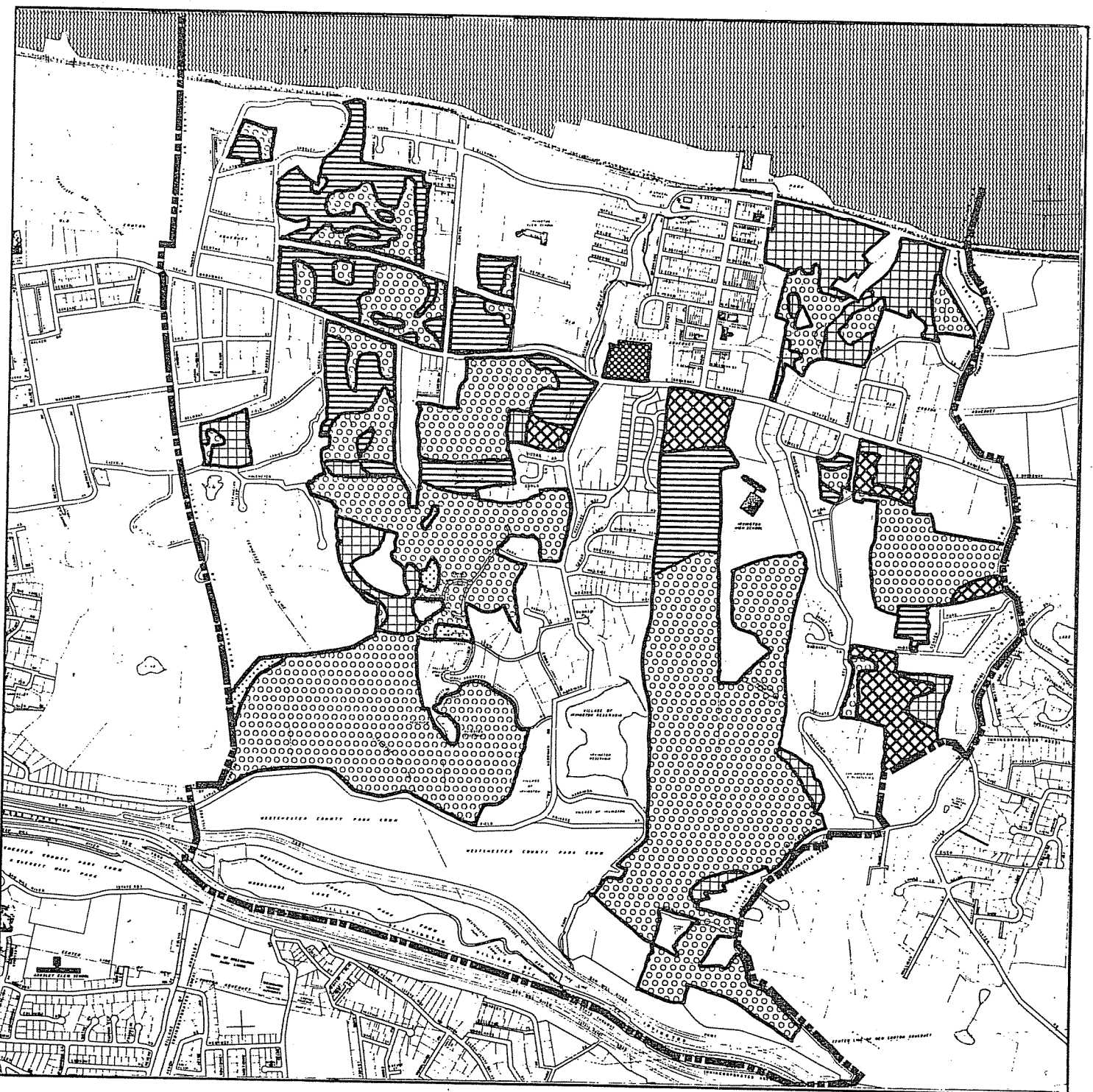


SEPTIC TANK LIMITATIONS

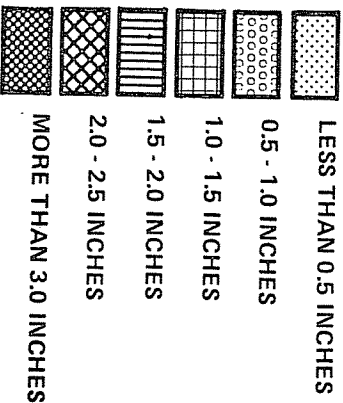


GENERALLY UNSUITABLE FOR
SEPTIC TANK SYSTEMS





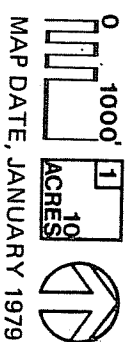
RUNOFF POTENTIAL*



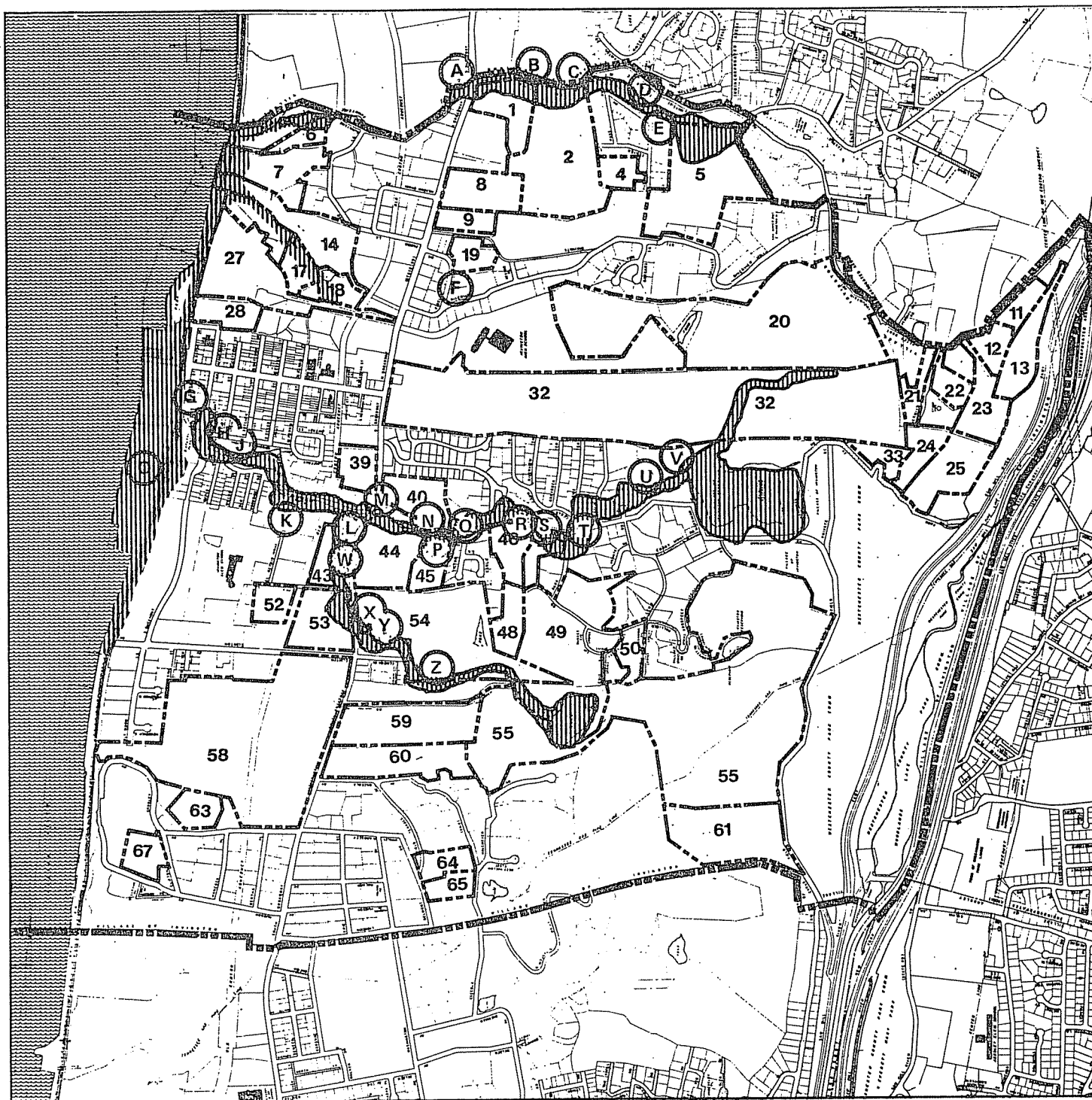
LOW

MODERATE

HIGH



* INCHES OF INCREASE IN STORM WATER RUNOFF (ABOVE EXISTING FLOW) DUE TO DEVELOPMENT OF LAND TO ZONED LIMIT.



STORM DRAINAGE: PROBLEMS AND OPPORTUNITIES

0 1000' 1" 10 ACRES
MAP DATE, JANUARY 1979



100 YEAR
FLOODPLAIN



- A POOR DRAINAGE, INTERSECTION FLOODS
- B SHEET FLOW DOWN STREET
- C SMALL CULVERTS AND CHANNEL CAPACITY
- D SHEET FLOW DOWN ROAD AND TOWARD STREAM
- E SMALL CHANNEL CAPACITY AND CONstrictions IN STREAM
- F POOR DRAINAGE
- G POOR DRAINAGE
- H SMALL CULVERT OPENING AND BAR RACK CLOGS WITH DEBRIS
- J POTENTIAL CHECK STRUCTURE LOCATION
- K SHEET FLOW DOWN ROAD
- L ENLARGE CULVERT UNDER PLAYGROUND
- M POOR DRAINAGE
- N SHEET FLOW DOWN STREET
- O DEVELOPMENT SITE IN FLOOD INSURANCE ZONE A3

- P POTENTIAL CHECK STRUCTURE OR DAM
- Q SMALL CULVERT
- R SHEET FLOW DOWN STREET CAUSES DAMAGE
- S SMALL CULVERT
- T SMALL CULVERT
- U PROBLEMS DUE MOSTLY TO FLAT STREAM SLOPE
- V COULD RE-DESIGN OVER-FLOW WEIR FOR BETTER FLOOD CONTROL AND MORE STORAGE, MAY REQUIRE DIKE CHANGES
- W POTENTIAL CHECK STRUCTURE LOCATION
- X FLOODING OF INTERSECTION
- Y SMALL CULVERT COULD BE ENLARGED
- Z ON-STREAM RETENTION AT DOWNINGWOOD SHOULD BE INSTALLED TO REDUCE DOWN-STREAM FLOODING.

CIRCULATION AND TRAFFIC

Summary of the Existing Village Circulation System and Its Ability to Serve Future Growth in the Village

Irvington's circulation system is primarily a local street system, with the exception of the limited access Sawmill River Parkway and New York State Thruway on the eastern boundary of the Village, and the north-south arterial formed by Broadway, Route 9, through the center of the western portion of the Village.

Most of the automobile trips on both the Sawmill River Parkway and the New York State Thruway are trips between points well beyond the boundaries of Irvington. Because of the limited access character of both these roadways and indirect access to them from the Village, they serve more as barriers between the Village and areas to the east than as transportation resources for the Village.

Broadway, or U.S. Route 9, connects the Village of Irvington with Tarrytown and access to Route 87, the New York State Thruway to the north, and with a string of other riverfront villages to the south. Broadway has almost unlimited access and is the traffic artery into which all of the Village collector roads and many of its local roads feed.

Despite its narrow cartway of forty feet and the fact that the only significant traffic capacity deficiency in Irvington occurs at the intersection of Broadway and Main Street, it is clear that unless very major changes are made in the Village circulation pattern, Broadway will carry almost all of the additional levels of traffic generated by future development in the Village.

The auto trips that are of the greatest significance for Village traffic patterns include the following major traffic categories:

- regular north-south trips through the Village;
- regular trips between the Village and surrounding areas or other parts of the region to work, for shopping, for access to schools and other institutions, etc., and truck traffic serving local industry and commerce; and
- regular trips within the Village, for shopping, to school, recreation, and in some cases, to work.

An examination of traffic counts on the Village road system suggests that almost every auto trip

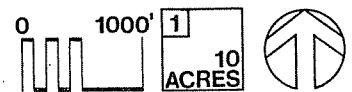
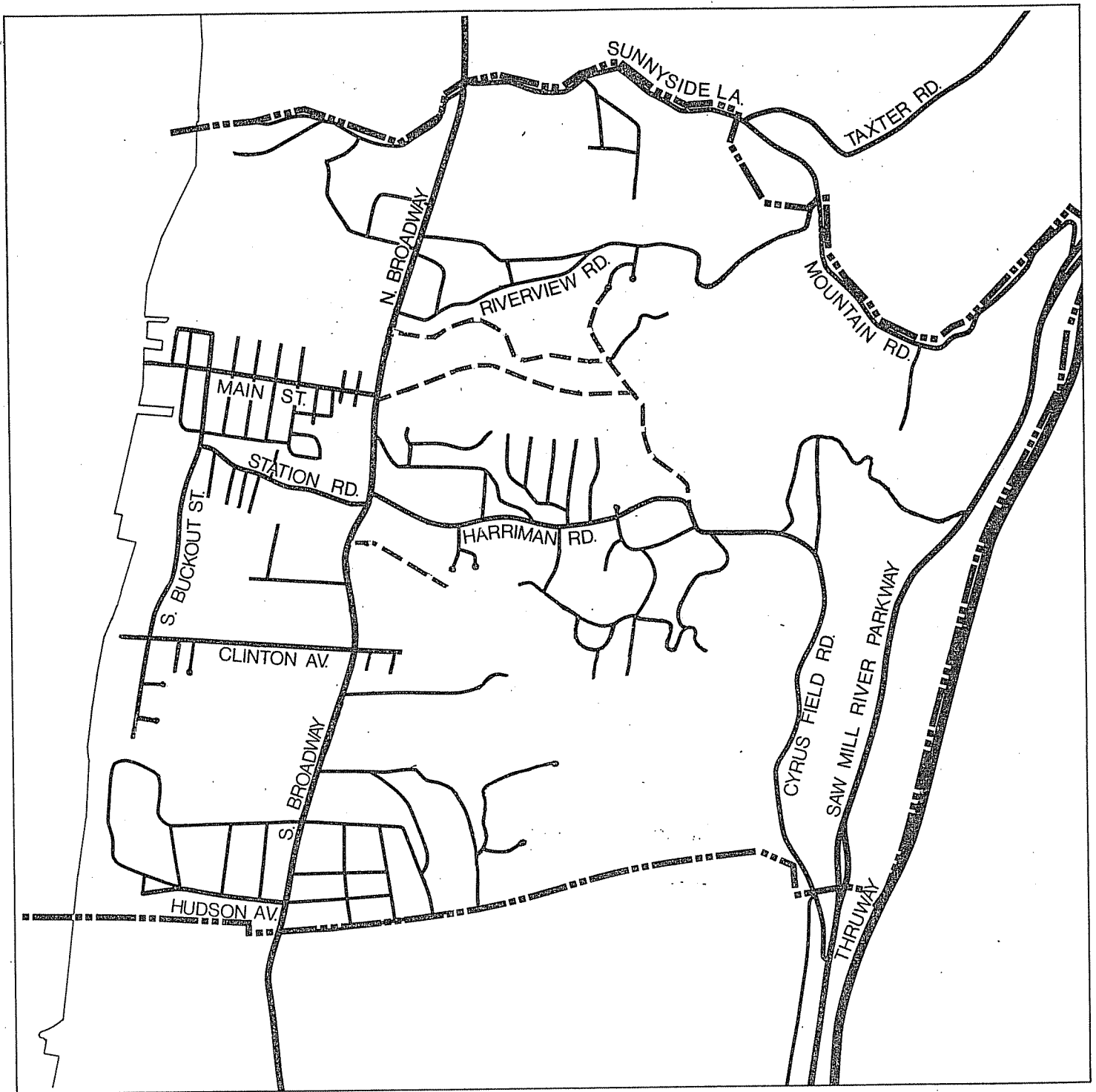
in the first two categories, which account for by far the greatest number of miles traveled in the Village, makes use of Broadway. The fact that Broadway not only carries a part of almost every automobile trip in the Village at present, but also will carry a part of almost every additional future automobile trip generated by new development in the Village emphasizes the importance of capacity problems on Broadway to the Village circulation system.

A review of prospective development parcels suggests that if future development occurs in the quantity permitted under existing zoning, then, although capacity problems on Broadway will worsen, they will not be significant on most other Village roads.






Further studies will be necessary if it is desired to project and assess in detail the magnitude of potential traffic congestion or safety problems on Harri-man Road or other Village roads that might be subject to traffic congestion or safety problems as future development occurs. These studies may determine the appropriate threshold of service required; details of action to be taken; and a time table for improvements. Initially the burden of analyzing impacts on the major roads can be placed on the applicant for any development permit where the proposed development will, in the opinion of the Planning Board, cause traffic impacts.

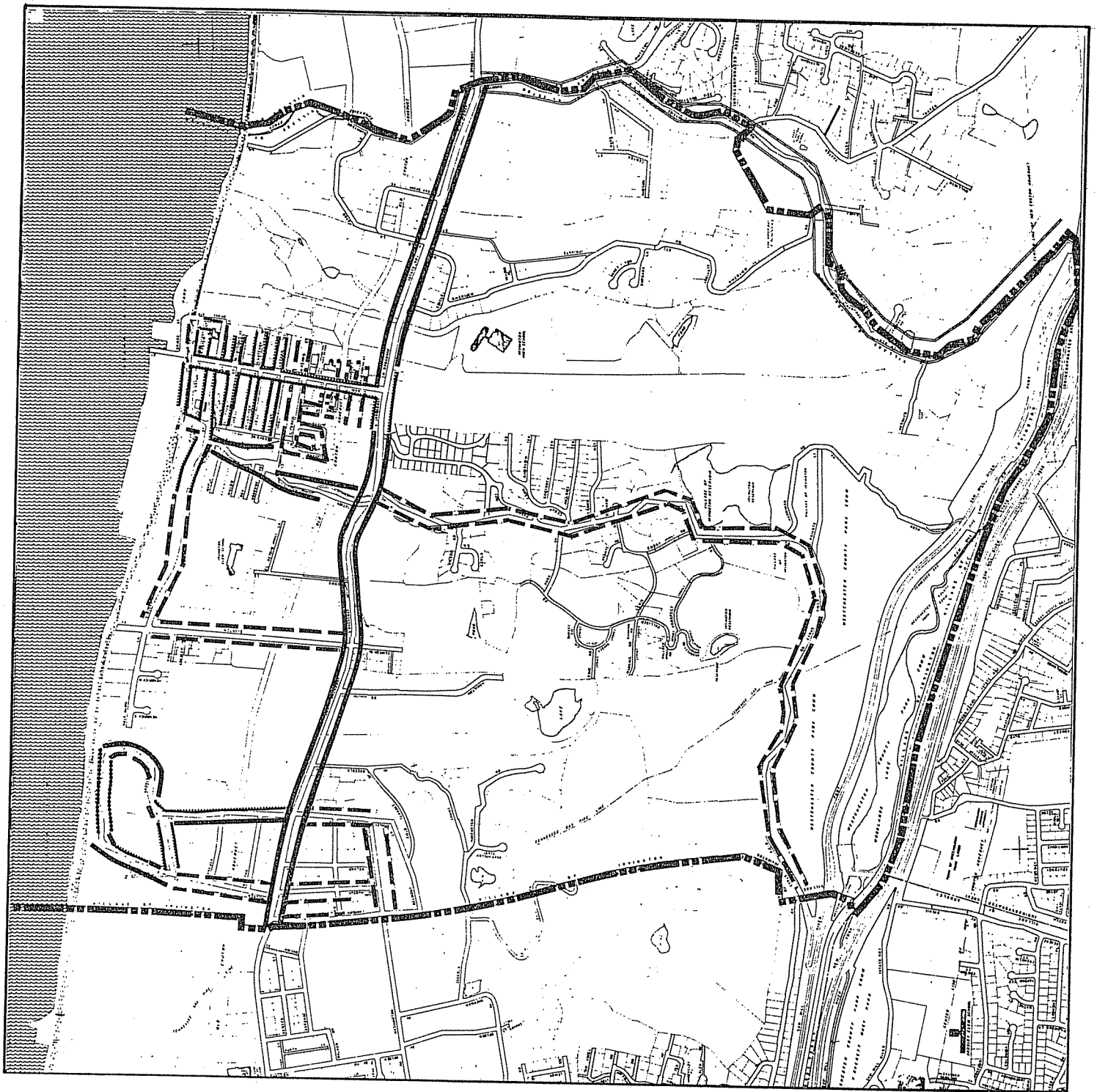
The determination of appropriate service levels on different roads and in different types of areas is in large part a policy matter. Although a service level as low as D (unstable flow, tolerable operating speeds) or even E (at or near capacity volumes, 30 mph) is frequently considered adequate in urban areas, in suburban areas, a level of C (stable flow with a high volume) is usually sought. The goal of maintaining any particular level of service, however, must be weighed against other goals in each community. For example, on some streets in Irvington, the Village might place a higher priority upon retaining the rural character of the street design, and might accept in exchange a somewhat lower level of service on those streets.

A thorough study of this issue, however, can only be carried out on the basis of a detailed analysis not only of the existing but also of the projected capacity of all of the Village's streets. This should be undertaken as soon as possible but no later than five years from the date of the Comprehensive Plan. The TOPICS study, cited later in this section, was







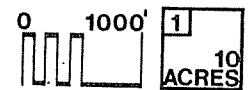
ROADS

-  THRUWAY
-  ARTERIAL OR PARKWAY
-  COLLECTOR
-  LOCAL
-  ALTERNATE LOCATIONS FOR POSSIBLE FUTURE COLLECTORS



ROADWAY PARKING RESTRICTIONS

-  NO PARKING [SIGNED OR OBSERVED PRACTICE]
-  NO RESTRICTIONS POSTED
-  TIME LIMIT PARKING
-  PERMIT OR METER PARKING



charged only with evaluating the capacity of roads in the Village on which congestion is a present or immediately imminent problem.

Of all the Village's local and collector roads, Harriman Road is the most likely to experience traffic safety problems as a result of new development in the Village.

Traffic problems on Harriman Road can best be addressed by means of one of two strategies: widening and additional improvements at the intersection of Harriman Road and Broadway or development of one or more additional collectors feeding directly into Broadway from development parcels that might otherwise be designed to have their primary access points on Harriman Road.

Both of these strategies raise possible policy concerns for the Village. The former conflicts with the Village policy of retaining the narrow rural character of the Village road system and the Village goal of minimizing additional traffic on existing roads and the latter conflicts with the policy of keeping the number of additional streets to a minimum and exacerbating the traffic problems on Broadway.

If the first of these two strategies, that of improving the Broadway-Harriman Road intersection is selected, then a detailed local traffic engineering study will be needed to determine: desired level of service; improvements necessary to achieve this level of service; and recommended timing of improvements.

If the second of the two strategies, that of constructing one or more additional collectors parallel to Harriman Road is selected, a detailed local traffic engineering study will be needed to determine the exact location and design of these roads, and recommended timing for such construction in addition to expediting TOPICS improvements at Broadway.

The principle of directing potential traffic from future development to new or presently lightly traveled collector roads, and away from more heavily traveled existing collector roads may also be applicable in other areas of the Village. So instead of requiring developers to improve existing collectors, this strategy would provide for the construction of selected new collectors within new development, connecting either directly to Broadway or to other less heavily traveled collectors.

In this manner, the narrow cartways that characterize the Village road system and help to preserve the rural character of the Village can be retained and congestion on these narrow roads minimized. A minimum right-of-way of fifty feet should be required along all new and existing Village collector roads, however, regardless of the cartway width, so that if any widening is necessary in the long-range future, the costs of widening and the impacts of any such widening upon adjacent properties will be minimized.

Adoption of this local traffic diversion strategy will limit the potential for traffic congestion in the Village to the one road upon which it is practically unavoidable, that is, Broadway, or U.S. Route 9. The maps accompanying this section entitled Traffic Volumes and Traffic Accidents 1978 serve to illustrate the concentration of traffic volumes and of traffic accidents in the Village on Broadway.

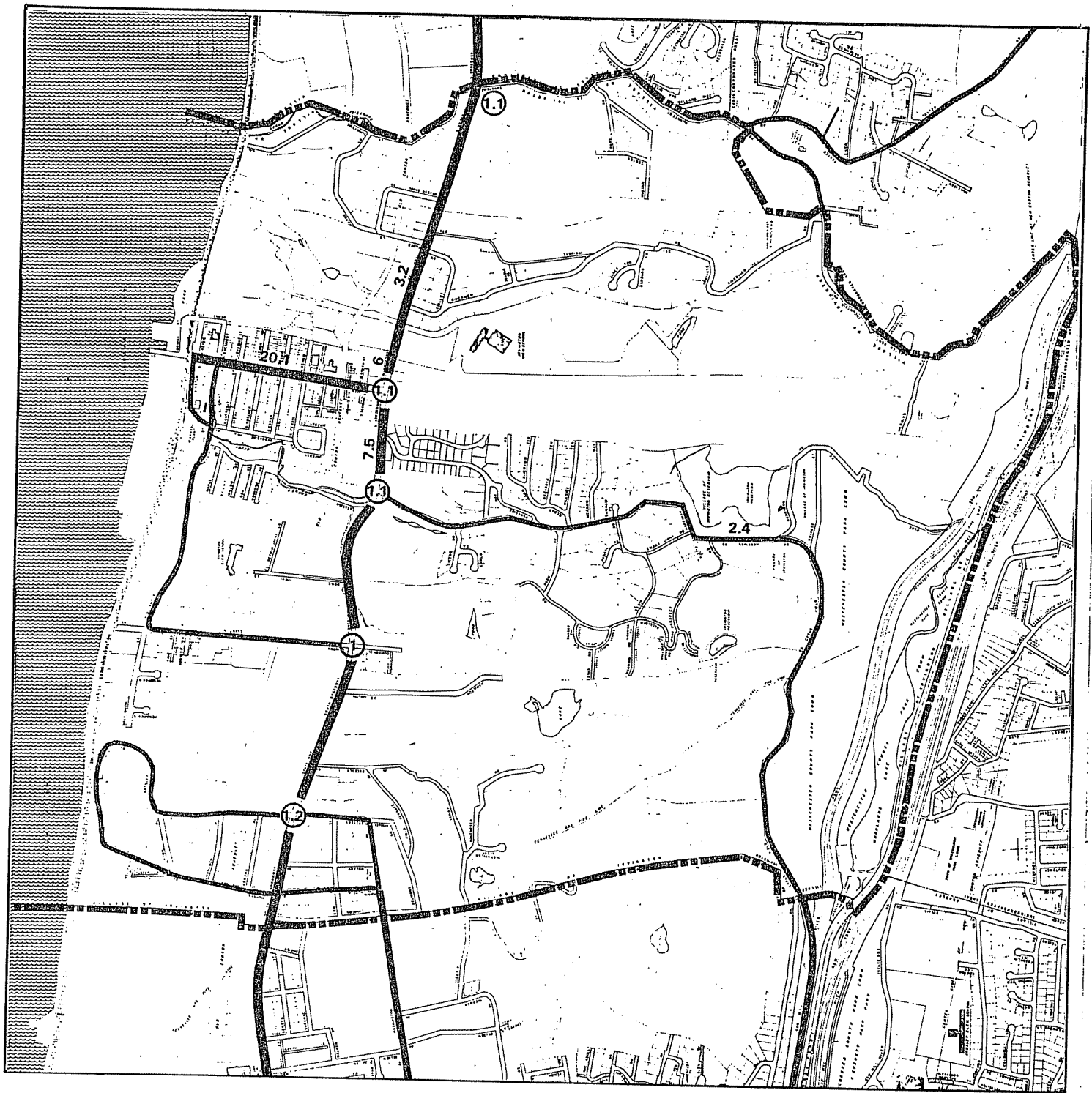
The most serious traffic problem on the Village road system whether or not the local traffic direction strategy is adopted will continue to be on Broadway where the traffic congestion is cumulative, with Irvington contributing only a portion.

The possibility of establishing an alternative major route parallel to Broadway or improving connections to the limited access highways to the east, the Sawmill River Parkway and the New York Thruway, either within the Village or south of it are extremely unlikely and in any case the resulting development pressures in the eastern portion of the Village would be directly contrary to Irvington's goal of retaining its present character. Similar objections would be very likely to be raised in neighboring communities.

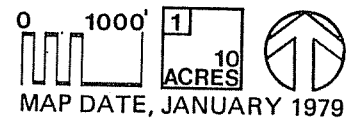
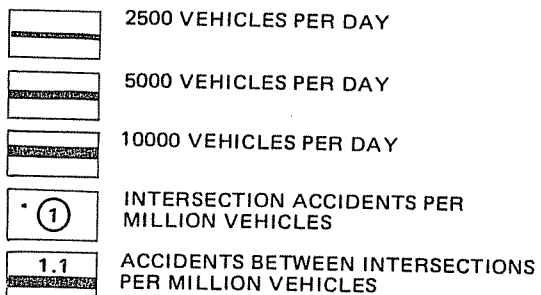
Traffic congestion with service level as low as D or E will therefore have to be tolerated or major improvement made to this arterial over several phases in the future.

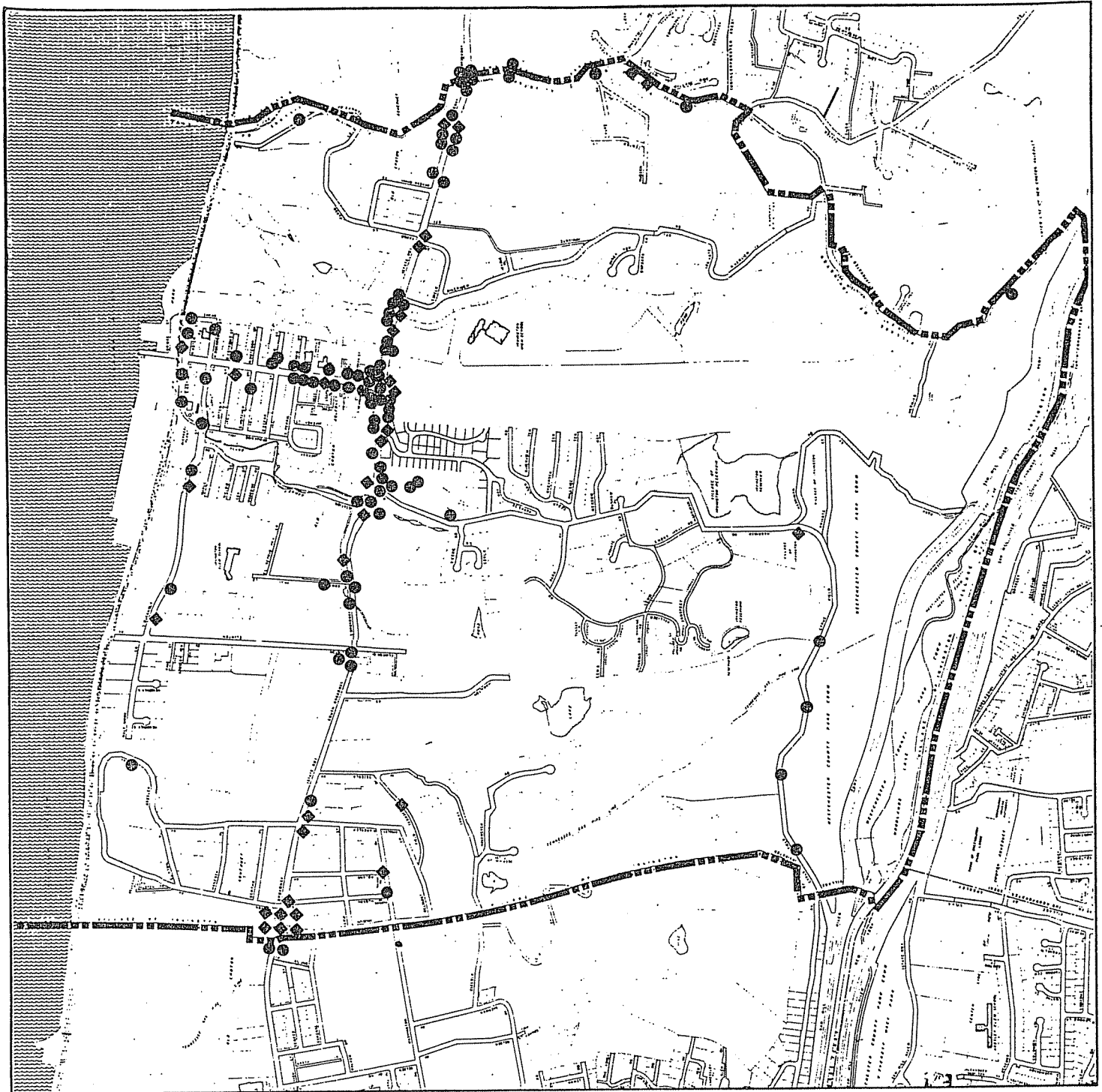
The other major traffic capacity problem in Irvington is Main Street. Not only is Main Street the Village center, with a school, the Village Hall and the Post Office and shops, but also it provides access to the Irvington Train Station.

A strategy to increase traffic capacity on Main Street should emphasize alternative parking to the existing on-street provisions, a difficult problem with regard to cost and feasibility. Strategies to minimize concentration of traffic generated by new



TRAFFIC VOLUMES

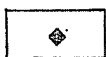




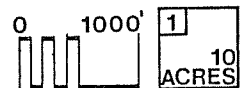
TRAFFIC ACCIDENTS: 1978



PROPERTY DAMAGE ONLY



PERSONAL INJURY



MAP DATE, MAY 1979

residential development on a few existing collector roads, and to mitigate traffic congestion on Broadway and on Main Street are also described in this element of the Plan. The three primary modes of travel in the Village of Irvington are automobile, bus and rail. Irvington is located along the Conrail Hudson commuter line, with a station located in the Village at the foot of Main Street. Commuter rail provides for a significant portion of trips to work originating in the Village. In 1970, 506 persons, or 23% of employed residents of the Village, used commuter rail for the trip to work.

Bus service is available in the Village along Route 9, presently at hour-and-one-half intervals, which may be decreased to hourly intervals in the near future. In 1970, census data indicated that only 60 residents or 2.6 percent of the work force used buses for the trip to work. Improvement of service might increase the numbers of trips on buses serving the Village.

No rail or bus system improvements presently envisioned, however, will significantly reduce the reliance of Village residents upon the automobile.

TOPICS Recommendations

The recommendations of the Greenburgh Areawide TOPICS¹ Study (Project 6), prepared for the New York State Department of Transportation in 1976, should be adopted. These recommendations are summarized below:

- Widen the westerly side of North Broadway north of the intersection approximately four feet for a distance of approximately 255 feet and construct a transitional widening, from zero to six feet, on the north side of Main Street for a distance of approximately 75 feet.
- Expand parking prohibitions, resulting in a loss of approximately six spaces.
- Provide two traffic lanes at each intersection approach.
- Replace the existing traffic signals with a new semiactuated installation which will be more responsive to traffic demands and will incorporate pedestrian signal improvements.

The intersection of North/South Broadway, Harriman Road, and Station Road:

¹ TOPICS, Traffic Operations Program to Increase Capacity and Safety.

- Install an interconnected "Signal Ahead" with flashing beacons approximately 500 feet south of the intersection.
- Replace the 8" signal lenses directed to North and South Broadway with 12" lenses.

The intersection of North Broadway and Sunnyside Lane:

- Replace the 8" traffic signal lenses directed to the North Broadway approaches with 12" lenses.

Cyrus Field Road:

- Replace existing, deteriorated cable guide rail.

Mountain Avenue:

- Install a "Winding Road" sign approximately 600 feet east of Blueberry Hill.
- Install "Turn" signs with stated speeds of 10 miles per hour in advance of the curve (both directions) west of the Sawmill River Parkway.

Harriman Road:

- Install "Reverse Turn" signs on either end of the reverse curves in the vicinity of Emery Road. Install "Large Arrow" signs on the outside of each curve.

The scheduling of TOPICS improvements is largely dependent upon Federal Aid Urban Systems funds assigned to the Westchester County area and the selection of projects by the regional Mid-Hudson South Transportation Coordinating Committee. The Village should solicit the support of Westchester County for funding as soon as possible. All local street improvements required by planned growth either adjacent to a developing parcel or internal to it should be considered to be a cost to the specific developer, and not of the Village or County.

Other Recommendations Affecting the Village Circulation System

Long-range recommended circulation improvements that look beyond the recommendations of the TOPICS study consist of strategies designed to address what have been identified as the Village's three major future circulation problems:

1. access to new residential development east of Broadway;
2. increasing levels of traffic on Broadway, Route 9; and
3. access, parking, appearance and continued economic viability of stores on Main Street.

1. Access to New Residential Development East of Broadway: One of two alternative solutions should be considered to the traffic problems that will result from new development east of Broadway. Either the intersection of Harriman Road with Broadway will require improvement, or one or more new collector roads can be built parallel to Harriman Road to serve this development and to provide access from these areas directly to Broadway. A review of topography and areas of environmental sensitivity in the Village suggests that providing these are carefully sited, minor collector roads might, for example, serve parcels no. 32 (Rutter) and no. 20 (Stearns); and parcels no. 44 (Yeshivah) and no. 45 (Trent). The accompanying map, entitled "Roads," shows the generalized concept for such collectors.

It should be emphasized that these locations must be refined through a detailed traffic engineering study. Criteria to be considered in their location include:

- intersecting Broadway directly opposite an existing road, if possible;
- in areas other than environmentally sensitive areas; and
- where the most benefit would be derived in terms of providing access to development east of Broadway.

The collector roads proposed here could be established by several means, including:

- official mapping with gradual acquisition;
- setting aside appropriate rights-of-way during the subdivision review of each affected parcel; or
- direct acquisition by the Village of the right-of-way, with construction staged to meet the pace of development as it occurs.

While this strategy would result in the construction of additional roads in the Village, its effect would be to minimize traffic on all portions of the existing Village road system. In this connection, it is recommended that while selected additional minor collector roads should be constructed within new development, establishment of continuous links throughout the system is to be avoided. While convenience and increased efficiency in fire protection might result from such linkage, continuous links throughout the local and minor collector systems would serve to introduce externally generated traffic to neighborhood streets,

and to diminish the rural character of an area.

To further improve the Village road system, consideration should also be given to limiting parking on additional local and collector roads including Harriman Road, Clinton Avenue, and Buckout Street.

2. Increasing Level of Traffic on Broadway, Route 9: U.S. Route 9, or Broadway, with its unlimited access, carries substantial levels of north-south traffic through the Village. Further development in Irvington will inevitably add to traffic levels on Broadway, even with development limited to that which is permitted under existing Village zoning, as diversion of any significant portion of this traffic has been found to be infeasible.

The recommended response to traffic congestion problems on Broadway, therefore, is to seek widening of Broadway, particularly at its major intersections in the Village. Four lanes should be sufficient to serve future traffic throughout the Plan period on all portions of Broadway except at major intersections, where the addition of supplemental approach lanes should be considered. The timing and design details of the widening of these four lanes should be determined in a traffic engineering study, taking into account topography, preservation of walls and trees, and property takings, among other constraints.

As a first stage in addressing traffic congestion on Broadway, off-street parking should be sought to replace the time limit parking presently allowed on Broadway opposite Main Street.

3. Access, Parking, Appearance and Continued Economic Viability of Stores on Main Street:

Main Street is the only portion of the Village that was substantially developed before 1850, as a settlement along the Albany Post Road, before either the construction of the commuter railroad stimulating station-oriented development, or use of the automobile which facilitated dispersal of development.

With its mixed uses, its retail and commercial zoning, and its several historic buildings including the Lord and Burnham buildings at 2 Main Street, the Village Hall at 85 Main Street, and the Behrens Enclave in the block bounded by Main Street, Croton and Home Places and Grinnell Street, and with the Irvington Train Station at the foot of the street,

Main Street represents both an important asset and an area of considerable traffic congestion for the Village.

Opportunities exist to improve the streetscape environment, by means of street trees, benches, sidewalks, crosswalks, street lighting, and other elements to enhance the experience of Main Street for shoppers, employees, and visitors. A priority for such treatment may be the section between Ferris and Dutcher, containing a concentration of convenience commercial activities relatively remote from Broadway traffic access.

Opportunities may exist to more effectively market presently underused space in the Main Street business district, particularly second floor space in commercial structures. An inventory of such space, under auspices of the Main Street business community, could identify present uses, conditions, and rents; and assess costs and difficulties in adaptation to prospective future uses.

Means are available to encourage investment in Main Street structures. Designation of Main Street as an historic district provides a framework of public purpose within which specially designed property tax measures could be applied to encourage sensitive rehabilitation investment and protect traditional existing uses.

An essential component to realization of these opportunities is the development and implementation of a detailed circulation and parking strategy for Main Street and the immediately surrounding area.

A recommended outline for this strategy is as follows:

- a. Consider prohibiting angle parking on Main Street, and providing municipal off-street parking lots on vacant lots or portions of lots at carefully designed intervals along Main Street preferably behind buildings facing on Main Street.
- b. If sufficient off-street parking can be provided, consider limiting the parking on Main Street to fewer spaces.
- c. Investigate the possibility of establishing feeder bus service to the Irvington train station, to decrease dependency upon auto as a means of reaching the commuter rail station, including the possibility of

obtaining Federal funds for van-pooling providing station access in addition to its primary employment access service or for supplementary use of school buses for station access in off-hours.

Before any portion of this strategy can be implemented, the Village must establish an implementing agency or organization to undertake the provision of off-street parking.

Alternative forms which an implementing agency might take include the following:

- a. The Village might encourage the formation of a merchants' organization voluntarily or with a staff financed by the organization, to identify land parcels suited for off-street parking and streetscape improvements to be made, and to seek funding for these improvements.
- b. The Village could establish a non-profit development corporation to operate lots acquired by the Village for off-street parking and to undertake streetscape improvements.
- c. The Village might establish a local public agency to undertake streetscape revitalization, possibly using Federal Community Development funds, and with the power to acquire vacant lands near Main Street for off-street parking; such an agency might also sponsor a subsidized jitney service to the train station and undertake other major improvements along Main Street.

The first two alternatives lie within the legal powers of the Village at present, but the third would require State legislative action. Under State law, the Village presently has the power to take property through condemnation for purposes of off-street parking. Either the Village or another non-profit entity could run the parking area. The Village could not, however, lease, sell, or give the resulting parking area to a merchant or group of merchants to provide for parking for their own customers.

In order to transfer ownership and/or management of off-street parking to a private profit-making entity, the Village would have to establish a local public agency empowered to undertake this and similar "renewal" activities. For the Village to establish a local public agency with renewal powers would require State legislative approval.

While the first of the three alternatives outlined above is the simplest, the other two, over an extended period of time, could achieve more extensive improvements to Irvington.

FIRE PROTECTION

The volunteer Fire Department provides fire protection for the Village as well as a section of East Irvington in the unincorporated area of Greenburgh. The department has three pumper trucks and a ladder truck in its Main Street firehouse. It is a member of the Westchester County Fire Chiefs Emergency Plan, which provides assistance to neighboring towns when needed. The Village has a good fire insurance rating and it should remain at this level when planned growth occurs because of its excellent water supply and continuing upgrading and training program. No major changes in this procedure of incremental accommodation to development are recommended. New developments, especially higher density ones, should be subjected to especially careful scrutiny in determining whether the risk of fire has been reduced to a minimum and that easy access is provided for fire fighting equipment.

POLICE PROTECTION

The Police Department patrols the Village both on foot and by patrol car. Traffic regulation is one important part of their responsibility. The department currently provides good service throughout the Village. This level of service has been maintained over the years through a policy of incremental increases in equipment and staff and by evolving patrol and other practices in response to the changing needs of the Village. Small increments in personnel and equipment can be anticipated in response to the development pattern presented in this Plan. It is the recommendation of the Plan that the Police Department maintain its policy of adjusting to the changing needs of the Village for police protection. The need for increases in personnel and equipment should be reviewed annually to keep abreast of future growth and change in the Village.

C. PROTECTION OF NATURAL AND SCENIC RESOURCES AND ECOLOGICAL FUNCTIONS

INTRODUCTION

The Village of Irvington can be seen as a composite of different natural environments having varying suitabilities for land use. Each represents a unique combination of geology, hydrology, soil, vegetation, climate, and other factors. On the basis of evaluating all natural features, constraints for land use were determined using generally accepted standards for environmental protection. The results of this process are documented in Technical Report 2. Consistent with the principal community goal of preserving the existing character of the Village, certain natural environmental, scenic, and ecological functions were selected for preservation and protection as part of this Plan. In particular, these are wetlands, woodlands, wildlife, and scenic resources which are closely interrelated in nature but discussed as separate topics in the Plan.

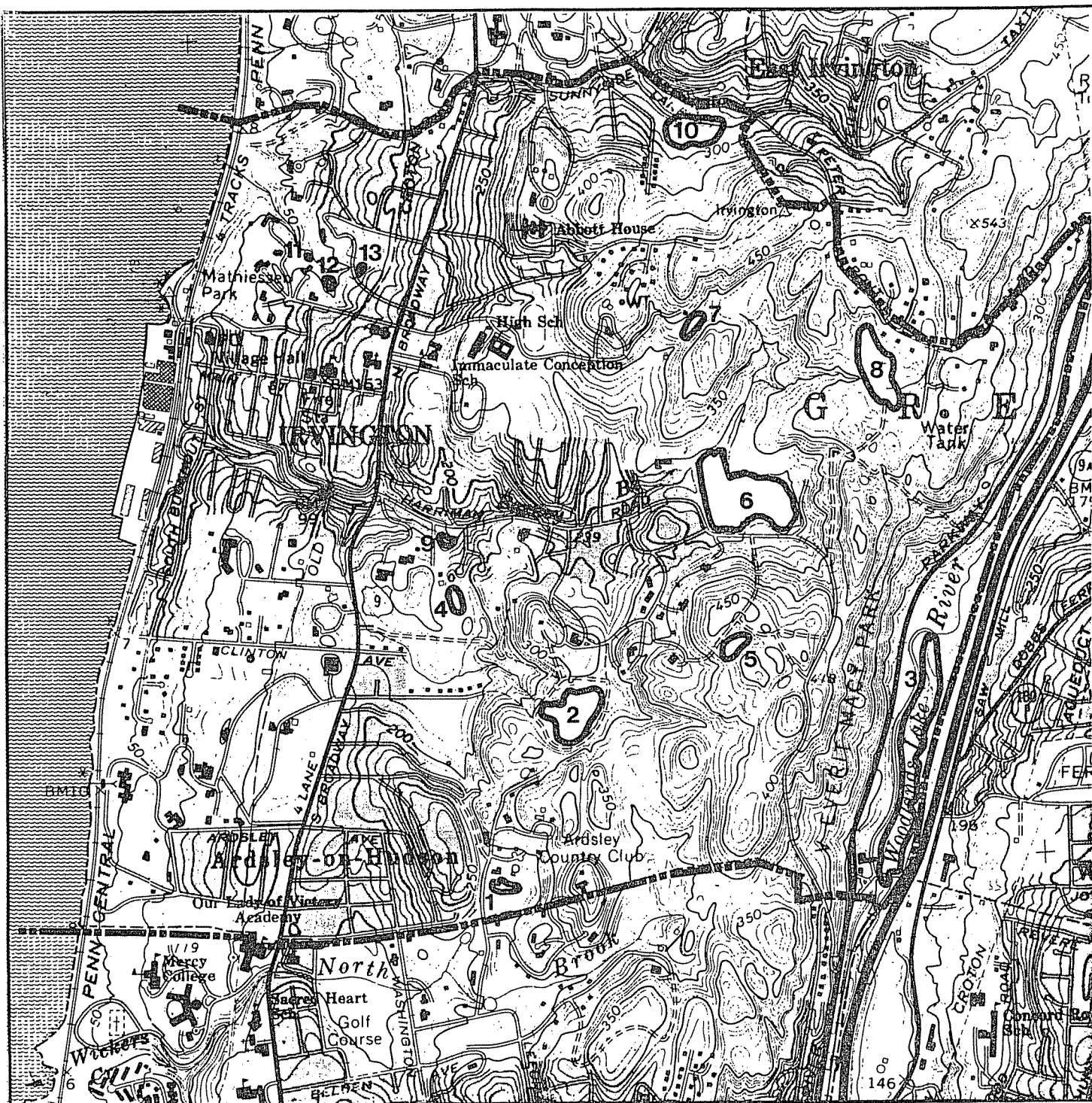
WETLANDS

The wetland ecosystem represents a uniquely complicated relationship of soil, water, vegetation, and wildlife, performing a variety of functions of great value to man. Unregulated dredging, filling, and development of wetlands in urbanizing areas has historically resulted in losses of large areas of wetland in both coastal and inland areas in the State of New York. Thirteen freshwater wetland areas encompassing approximately 45 acres have been located in the Village. These are identified on the Freshwater Wetlands map.

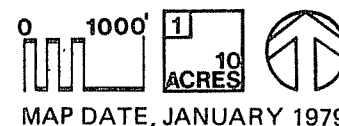
While protection of freshwater wetlands is included in Sections 1-0101, 3-0301, and 24-0301 of the New York State Conservation Law, none of the freshwater wetlands in the Village satisfy the specific requirements for protection by the State. It is the policy of the Comprehensive Plan that all thirteen of the wetlands in the Village be protected from encroachment, and negative impacts of land uses within their drainage areas. The Village should adopt and enforce a wetland ordinance.

WOODLANDS

Today, Irvington has a rich and extensive vegetative cover despite its long history of clearing for transportation and agriculture. There are frequent and dense concentrations of woodlands, as well as outstanding specimen trees, in the Village. Although



FRESHWATER WETLANDS



MAP DATE, JANUARY 1979

1-13 FRESHWATER WETLANDS

NATURAL SYSTEMS ANALYSIS: VEGETATION

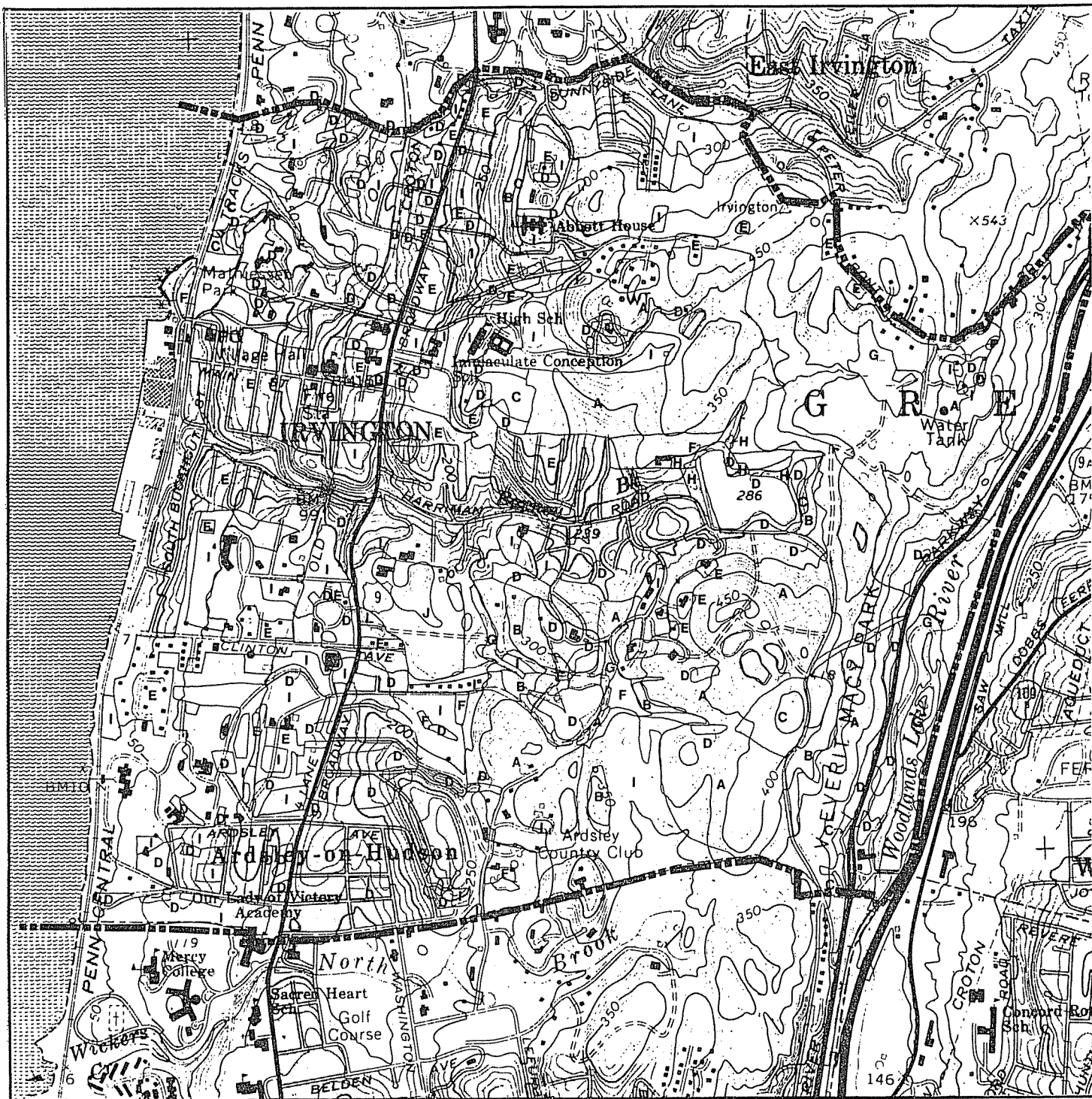
Implications for Land Use

Feature	Selected Characteristics	Hazard	Resource Protection	Development Constraints	Comment
Woody Vegetation	Beech Hemlock Red Oak	•	■	•	Value in maintaining watershed hydrology, as wildlife habitat, and an aesthetic resource; vulnerable to disturbance and clearing
	Tulip Oak Hickory	•	■	•	Same as Beech Hemlock Red Oak
	Conifers	•	■	•	Value in maintaining watershed hydrology, as wildlife habitat, and an aesthetic resource; less vulnerable to disturbance and clearing due to easier replacement and more rapid growth rate
	Maple Birch	•	•	•	Disturbed vegetation characterized by undergrowth of vines and honeysuckle
	Boxelder Ash Sycamore	•	■	•	Value in maintaining watershed hydrology and as an aesthetic resource; disturbance of trees occurring along streams may result in accelerated erosion and degradation of water quality
	Willow Alder	•	■	•	Same as Boxelder Ash Sycamore
Successional	Grasses Old Field	•	☒	•	Value as wildlife habitat vulnerable to disturbance and clearing
Ornamentals	Oak Maple Ash	•	■	•	Valuable aesthetic resource
	Lawns Playing Fields	•	•	•	Replaceable, having high water and nutrient requirements
Disturbed Areas	Cleared Land	■	•	•	Potential source of erosion and sedimentation

• No constraint on development

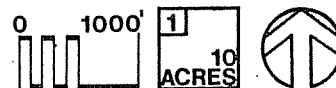
☒ Constraint on development

■ Significant constraint on development



VEGETATION

- A BEECH HEMLOCK RED OAK
- B TULIP OAK HICKORY
- C MAPLE BIRCH
- D CONIFERS
- E OAK MAPLE ASH
- F BOXELDER ASH SYCAMORE
- G WILLOW ALDER
- H GRASSES OLD FIELD
- I LAWNS PLAYING FIELDS
- J CLEARED



most of these woodlands occur between South Broadway and Saw Mill River Parkway, the pleasing pattern of trees and greenswards surrounding residences and institutions persists throughout the Village. The vegetation groups in the Village are documented in the Vegetation map and their land use implications are inventoried in the table below.

Irvington is at that critical point where it is recognizing the value of its vegetative cover and taking steps to protect it. In order for the finest specimen trees, the best woodlands, as well as the most effective streamside and slope vegetation to be preserved, guidelines must be established. The following guidelines, which are summarized from Technical Report 2, will be followed by the Village.

1. Specimen trees will be protected by ordinance.
2. All mature woodland associations should be protected as completely as possible.
3. Streamside and wetland vegetation should be preserved and enhanced.
4. Planting of new native vegetation species should be encouraged.
5. New regulations will impose limitations on clearing of existing vegetation.

WILDLIFE

Natural features and a preferred location, as well as the combination of residential areas with large tracts of woodland, make the Village a relatively rich area for wildlife. A variable climate, fertile soils, proximity to water, and its position in the Transition Zone and on the Flyway influence the numbers of birds. Availability of food, sufficient land for roaming and nesting, and relative freedom from harassment, all of which are conditions for most mammals' habitat, are also in the Village and adjacent areas.

As vegetative cover is a determinant, wildlife habitats can be closely correlated to the plant associations. Four basic habitats are present in Irvington: woodlands, landscaped areas, bottomlands, and upland grasses. These habitats, which are described in Technical Report 1, should be protected as much as possible in the open space system of new developments; setback areas, buffer zones, yard areas, and other locations.

SCENIC RESOURCES

Irvington is graced with multiple scenic resources, as is reflected by the almost unanimous desire by

residents to maintain the existing character of the Village. These scenic resources are characterized by a combination of several diverse features: the Village's varied topography; its vegetation; historic development pattern; dramatic prospect of the Hudson River; deeply cut stream corridors; rock outcroppings and large tracts of land which have remained in natural woodlands. The Village Reservoir and Halsey Pond are notable scenic resources that are especially valued by Village residents. In addition to the historic core of the Village, several significant individual structures are valuable scenic resources, including the old aqueduct and old stone walls along Broadway and elsewhere.

It is the intent of the Comprehensive Plan to protect and enhance the existing scenic resources of the Village. The topography and vegetation will be protected through the Village's zoning, and its development ordinances and regulations. Whenever possible, land set aside by clustering in new development will protect scenic resources by including them in open space. The historic sites ordinance provides for the protection of the Main Street core as an Historic District and establishes a process for the designation of landmarks within the Village for protection. In addition, scenic easements are provided to protect the Old Croton Aqueduct and North and South Broadway.






ENVIRONMENTALLY SENSITIVE AREAS

The analysis of the natural and scenic resources and ecological functions in the Village of Irvington led to the identification of five categories of environmentally sensitive areas. They are steep slopes (greater than 25 percent), the 100-year floodplain, freshwater wetlands and adjacent areas, the Harri-man Reservoir watershed, and specific scenic resources. These areas are identified precisely in the Village Code.

The above areas are identified in general outline on the Environmentally Sensitive Areas map as well as on the Land-Use and Zoning maps. The purpose of this identification is to alert everyone concerned that these areas will require special treatment during any development activity. The clustering provisions of the Subdivision Regulations are specially designed to provide incentives for protecting these areas by granting certain options and variation in regulations that benefit the land owner or developer while protecting these resources.



ENVIRONMENTALLY SENSITIVE AREAS

-  STEEP SLOPES
-  100 YEAR FLOOD PLAIN
-  FRESHWATER WETLANDS AND ADJACENT AREAS
-  RESERVOIR WATERSHED
-  SCENIC EASEMENT

0 1000' 1 10 ACRES
 MAP DATE, JANUARY 1979

SOURCE: WMRT

D. ECONOMIC ASSUMPTIONS

INTRODUCTION

The Village is currently an economically healthy entity, even though Village expenditures are placing increasing pressure on the major sources of revenue. The budget is under reasonable control, due in large part to a pay-as-you-go approach to capital budgeting. It is important that the elements of this condition be understood so that the economic impacts of future growth may be estimated with more reliability. Recent trends in Village budget/revenue balances and sources of funds are presented below along with an assessment of the economic implications of the Plan.

ECONOMIC PARAMETERS OF THE VILLAGE

Between fiscal 1965 and 1972, total expenditures increased rapidly, at an average annual rate of 7.3%, adjusted for inflation. Between fiscal 1972 and 1976, expenditures remained stable; the average annual rate of increase being less than 2/10 of one percent. The budget approved for fiscal 1978 indicated a decline in expenditures.

After adjustments for inflation, for services provided to outside residents and other governmental agencies, and for the increase in the Irvington resident population, total Village expenditures have gradually but steadily declined over the past six fiscal years, from \$334 per person in fiscal 1972, to \$321 in fiscal 1976, to \$305 in the budget approved for fiscal 1978.

The Village's ability to generate revenues can be roughly measured by its assessable base, and the assessable base in Irvington has increased more slowly than Village expenditures. As a percentage of the assessable base, Village expenditures increased from 2.4% in fiscal 1965 to 5.8% in the budget approved for fiscal 1978. Thus, Village expenditures, even at gradually declining per capita rates, are placing increasing pressure on the Village's major source of revenue, property taxes. With per capita real income gradually declining in the Village, there has been a gradual increase in the burden to residents to meet Village expenditures.

The property tax is the major revenue source for the Village. As a proportion of total Village revenues, the property tax rose from 61% in fiscal 1965 to almost 75% in the budget approved for fiscal 1978. The Village is also increasingly reliant on

other general fund revenues, including the utilities tax, parking revenues, charges for outside services, state per capita revenues, and federal revenue sharing. These "other general fund" revenues increased from 7% in fiscal 1965 to 15% in fiscal 1976. The Village is decreasingly reliant on revenues generated by the water and sewer funds. The contribution of these funds to total Village revenues decreased from 31% in fiscal 1965 to 11% in the budget approved for fiscal 1978.

Beyond the potential for County and State funds, the major source for funds is the Federal Government. Many capital and operating grants are potentially available from this source depending upon the specifics of the project under consideration. Applications for such funds can be made by the Village directly to the appropriate funding source when the specifics of the proposed projects are known.

ECONOMIC IMPLICATIONS OF THE PLAN

What are the fiscal implications, for the Village and the School District, of future development envisioned by the Comprehensive Plan? The fiscal analysis* is based on recent Village and School District budgets, and on an assessment of likely population, school enrollment, property assessment and other implications of future development. The analysis assumes that the services provided future residents will be similar in type and provided with comparable efficiency to those now received by existing residents. Estimated fiscal impacts are presented in the Fiscal Impact table below.

School District Finances

School operating costs are estimated at current rates per pupil, and at a reduced rate based on that in the 1973-75 period prior to recent enrollment declines. Capital cost estimates assume that the excess capacity (about 500 pupils) in existing facilities is filled before additional costs are incurred. School property tax revenues reflect new development envisioned by the Irvington Comprehensive Plan in the Village, not prospective development in the School District which is outside the Village jurisdiction. Other school revenues, such as state aid, are estimated on a per pupil basis.

*The documentation of the October 1978 presentation on alternatives presents the analysis procedure and results for six future development alternatives. Results for the selected alternative only are presented here.

The results indicate a net surplus of school revenues over costs. The parcel zoned C-1 could accommodate a mix of office, commercial and apartment development, which could create significant property tax ratables, but very few school costs. Without the property tax revenues generated by non-residential development on the C-1 parcel, the net surplus would be reduced to zero, or would become a net deficit, depending on whether school costs occur at current or reduced rates per pupil.

Village Finances

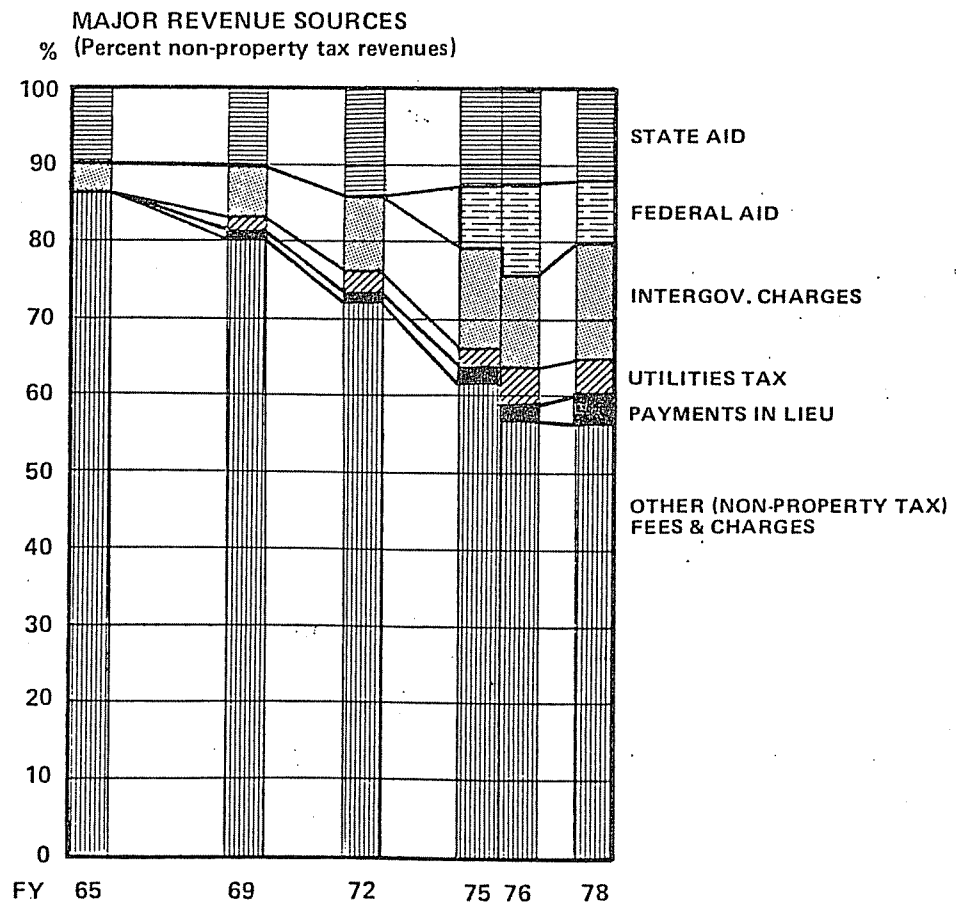
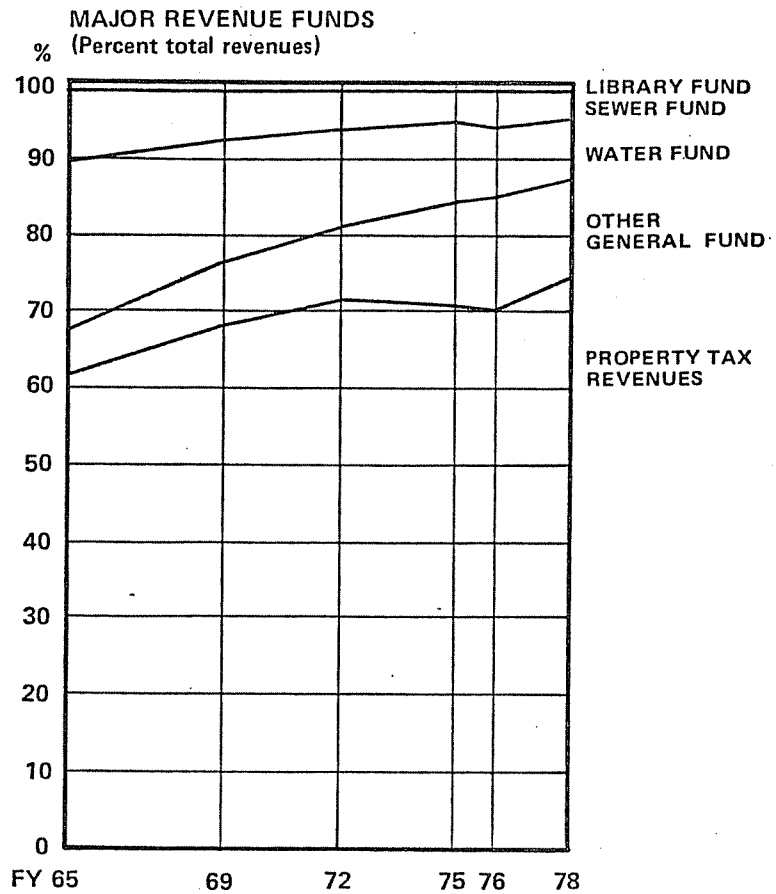
Village cost estimates are based on the existing array of Village services. Some of these services, such as recreation and library services, are oriented mainly to residents. Others, such as police protection and road maintenance, are provided to non-residential as well as residential land uses. As for schools, Village property tax revenues reflect the assessable base created by future development. Other local revenues (e.g., utilities tax, licenses and permits) and state and federal revenues (e.g., revenue sharing) are estimated on a per capita base.

The results indicate that future development under the Comprehensive Plan would result in a net surplus of revenues over costs for the Village. However, C-1 development would not create a dramatic surplus for the Village, since Village services apply to non-residential land as well as residential land uses. On the other hand, the Village is not as vulnerable, should C-1 development not occur as envisioned by the Comprehensive Plan or should developments anticipated outside the Village but in the School District not materialize.

Conclusions

Future development envisioned by the Comprehensive Plan would not damage Village or School District finances, and could enhance them to some extent. School district finances will be affected, and possibly substantially improved, by prospective development outside the Village.

Since local government costs are balanced with local government revenues, a "net surplus" must be disposed of, and a "net deficit" must be met, in some appropriate fashion. Regarding a "net surplus," the basis options are additional or improved services, development of needed facilities, or cutbacks in taxes. Were the net surplus of Village revenues over costs applied to property taxes, it could result in a cutback of approximately 6%, with complete development. Similarly, the



**Annual Fiscal Impacts of Total Implementation:
Build Out of Land Uses as Provided in the Comprehensive Plan and Regulations (1977 dollars)**

School Costs/Revenues:

Operating Costs (000)	
Current Rate/Pupil	\$4,274
Reduced Rate/Pupil	3,517
Capital Costs	
Total Costs (000)	3,589
Annual Costs (000)	308
Total Costs (000)	
High Range	4,582
Low Range	3,825
School Revenues (000)	
Property Tax	4,116
Other Revenues	<u>855</u>
Total	4,971
Surplus (Deficit)	
High Range (000)	389
Lower Range (000)	1,146

Village Costs/Revenues:

Annual Operating Costs (000)	\$2,045
Capital Costs*	
Total Costs (000)	3,662
Annual Costs (000)	314
Total Costs (000)	2,259
Village Revenues (000)	
Property Tax	2,376
Other Local	69
State and Federal	<u>76</u>
Total	\$2,521
Surplus (Deficit) (000)	\$ 262

NOTE: *

Does not include swimming pool which would cost approximately \$200,000. Other community facilities that have been discussed as potentially desirable but not yet budgeted, include New Village Hall or renovation of governmental offices, library expansion, and additional parking facilities off of Main Street or at the railroad station. Capital costs include parkland acquisition and improvement, upgrading of water treatment facility and filtration plant, central garage facility, separation of the combined sewer system, and upgrading the pumping transmission station, as well as building a 16" water transmission line from Mountain Road to the Riverview Road standpipe.

\$390,000 net surplus estimated for the School District could result in a cutback of approximately 4% in property taxes.

If future development occurs at a gradual pace, the Village may be able to maintain its pay-as-you-go approach to capital budgeting. But it is particularly desirable for school district finances that on-going, generally low-density residential development be accompanied by a mix of non-residential uses which generate property tax revenues without school operating and capital costs. This is permitted in the C-1 District and by special exception in the other Residential Districts. A more favorable financial projection of Village finances without tax increases would be obtained by higher density residential and commercial uses which would be inconsistent with several of the Trustees' goals used as a basis for the Plan.

E. INTERGOVERNMENTAL COORDINATION

INTRODUCTION

There are three units of government which provide services to the Village and have the authority to levy property taxes, but which do not have regulatory authority over the use of land. These three units of government are Westchester County, the Town of Greenburgh and the Union Free School District. These bodies have a working relationship with the Village, and the services they provide should respond to changing needs in the future as they have in the past. Likewise, the Village shall continue to coordinate all plans for its development with those of other governmental agencies operating in the Village.

Westchester County

Westchester County levies an ad valorem tax on all areas throughout the County, including Irvington, for services which include general government, public safety, public works, health, welfare, and social services, culture, recreation and conservation, public service enterprises, and planning. The current County levy is \$23.52 per \$1,000 assessed value.

In addition to the specific services provided to Irvington, Westchester County is a source of funding for public improvements and facilities. The Trustees shall continue to make the needs of the Village known to the appropriate agencies of County government and solicit support for implementing the Comprehensive Plan.

The Town of Greenburgh

In 1977/78 the Town of Greenburgh's tax levy was \$1.03 per \$1,000 of assessed value. For these revenues the Town in return carries out the collection of school and county taxes which are channeled to the appropriate body. The Town also guarantees uncollected taxes to the school district. Village assessments are based upon the assessment role of the Town of Greenburgh. No major changes in the costs or level of benefits of services provided by the Town is anticipated as a result of this Plan.

The Union Free School District

The Union Free School District, whose School Board is in no way connected to the Village Board of Trustees, levies an ad valorem tax on properties within the School District. The District includes Irvington and parts of Tarrytown and unincorporated areas in Greenburgh.

The School District's current levy is \$75.60 per

\$1,000 of assessed property. This revenue is used for operating expenses only. When capital improvements are necessary, the School District must either request funds from the State of New York legislature or must obtain the necessary funds by a special bond issue.

On the basis of School District studies it appears that the relatively small projected increase in the school age population will not in itself affect the millage rate. This is particularly true if new development planned within the School District is implemented and generates additional revenues as predicted.

F. LAND USE

INTRODUCTION

The land use element indicates the most desirable locations and development standards for future land use, and also maintenance of existing residential, commercial, industrial, institutional and public uses in the Village. Future demands for development were forecast to ascertain the land area and services required to accommodate growth commensurate with the goals adopted by the Trustees.

GOALS

The Trustees and Planning Board of Irvington had statements of goals prior to the current planning effort. These had been widely discussed in the community and were the first point of reference for the creation of a final list of goals. Through the modifications resulting from the goals assessment process described in Technical Report 2, the goals and objectives originally formulated by the Trustees in December 1977 have been adopted as the basis for the Comprehensive Plan. They are listed by general area of concern below:

1. Financial

- a. All operating expenses over base year (i.e., 1977-1978) must be borne by increased assessables.
- b. All related capital improvements to be borne by owners of improved land.

2. Village Character

- *a. Minimal and inconspicuous multi-family units.
- **b. The ratio of single and double family dwelling to multi-family units cannot be less than existing structures in the Village in 1977. (A multi-family structure is any structure housing more than two (2) units.)
- *c. Residential predominance shall be maintained—no additional industrial sites.
- d. Maintain historical locations.
- e. Maintain privacy of families.

**Highest priority, Trustees' ranking.

*High priority, Trustees' ranking.

*f. Improve economic viability of Main Street businesses.

g. Improve appearance of Waterfront and Main Street.

3. Residential Growth

**a. Total number of dwelling units shall not be greater than present zoning unless demonstrable public benefit is achieved.

4. Park Facilities

a. Not less than requirements prescribed by state standards, i.e., substantial increase from present level.

5. Open Space

a. Maintain a suburban atmosphere by maximum conservation of open space.

*b. Do nothing to create additional possible flooding.

6. Preservation of Watershed

a. Imperative to maintain.

7. Traffic and Transportation

a. Additional streets should be kept to a minimum.

b. Existing hazards should be reduced.

c. Minimize additional traffic on existing roads.

d. Consideration should be given to existing and proposed public transportation.

8. Essential Services

a. Additional costs should be borne by increased assessables as far as possible.

b. Shall be maintained at level not less than at present.

9. Regional Effect

a. Coordinative process should be utilized with adjacent villages, town, and country.

FUTURE DEVELOPMENT DEMAND

In 1975, there were 2,052 dwelling units and approximately 6,200 people in Irvington. Total capacity for residential units under zoning existing in 1979 is for a maximum of 3,303 dwelling units of which 2,151 would be single-family and 1,152 in multi-family structures. Given assumptions with respect to average household size, zoned build-out has an associated potential total population of 8,588 residents. On this basis, 1,251 additional dwellings (50 multi-family) and 2,388 population will be added. The Westchester County Department of Planning projects a total population of 7,000 in Irvington by 1995. Their projections represent 640 additional dwellings by this date.

Using a straight-line projection for the demand rate given above, the Village has zoned capacity for sufficient dwelling units until approximately the year 2035, although market demand may demand zoning for more multi-family units than current zoning allows. The Village environment and service systems can accommodate both the projected 1995 population of 7,000 and the ultimate projection of 8,588 residents permitted by 1979 zoning. The projected population and dwelling unit figures based on an understanding of regional needs constitute a more reliable indicator of probable future activity upon which to build a comprehensive plan than does the Village's capacity under existing zoning. First, the projections reflect socio-economic forces and trends in the region, which zoning capacity does not. Moreover, projections are for a time period that is relatively predictable, while the potential zoned build-out period has no relationship to regional or local real estate dynamics.

The precise number of future dwellings and residents is not, however, the focus of the Comprehensive Plan. The primary concern with regard to land use has been focused on what types of dwelling units will be permitted and what regulations of development are required to achieve public goals. While level of population does affect a community's social, cultural, economic, man-made and natural environments, these resources will be more seriously affected by the number, type, mix and distribution of dwelling units and the quality of site planning, design, and environmental management of the development sites. On this basis, the Comprehensive Plan makes few adjustments in the land uses permitted in the Village, but makes major revisions to the regulations which govern development for such uses.

PERMITTED USES

A large range of land uses, from parks to industrial, have been traditionally permitted in Irvington. The location, extent, and characteristics of these uses are regulated by the Village codes, especially by zoning and the subdivision regulations. This section of the Comprehensive Plan discusses future land use in the Village in general terms.

The predominant land use in the Village will remain residential. Six residential zones permit a wide range of housing, from multi-family and two-family to single-family districts with minimum lot sizes of up to 40,000 square feet. In addition to these purely residential zones, the commercial Zone C-1 will also permit single-family and multi-family residential uses. The Business District also permits residential uses provided that they comply with the provisions of the Main Street Historic District. An industrial zone along the Hudson at the end of Main Street and several areas given to park and open space areas complete the pattern of permitted land uses.

Park and open space uses are permitted and additionally encouraged in new developments by the clustering provisions of the subdivision regulations. These will provide additional recreation areas to meet future needs and also protect environmentally sensitive areas in the Village.

Public education and institutional uses as well as private institutions are permitted in most of the Village. Such public uses include public and private schools, the library, Village Hall and the Fire Department. The business core along Main Street will be an Historic District with controls to ensure continuation of that area's physical character and land uses. Scenic easements along Broadway and along the old Croton Aqueduct also limit or control development and protect resources.

A pathway system is proposed to link community facilities, the Main Street Historic District, and park and open space resources. The purpose of this system is to serve access and also to offer a recreational resource in itself. The pathway will be of such a character as to permit pedestrian and/or bicycle use. It shall be the policy of the Village to promote and encourage the development of a pathway system, such as the one illustrated on the Proposed Pathway System diagram, as new development occurs. The Planning Board shall assess proposed developments in light of their potential contributions to such a system.

COMMUNITY DESIGN

The Community Design element relates primarily to those overall improvements over which the Board of Trustees can exercise direct control. This section presents the physical design policies of the Village which complement the other elements of the Comprehensive Plan. These policies are presented item-by-item below.

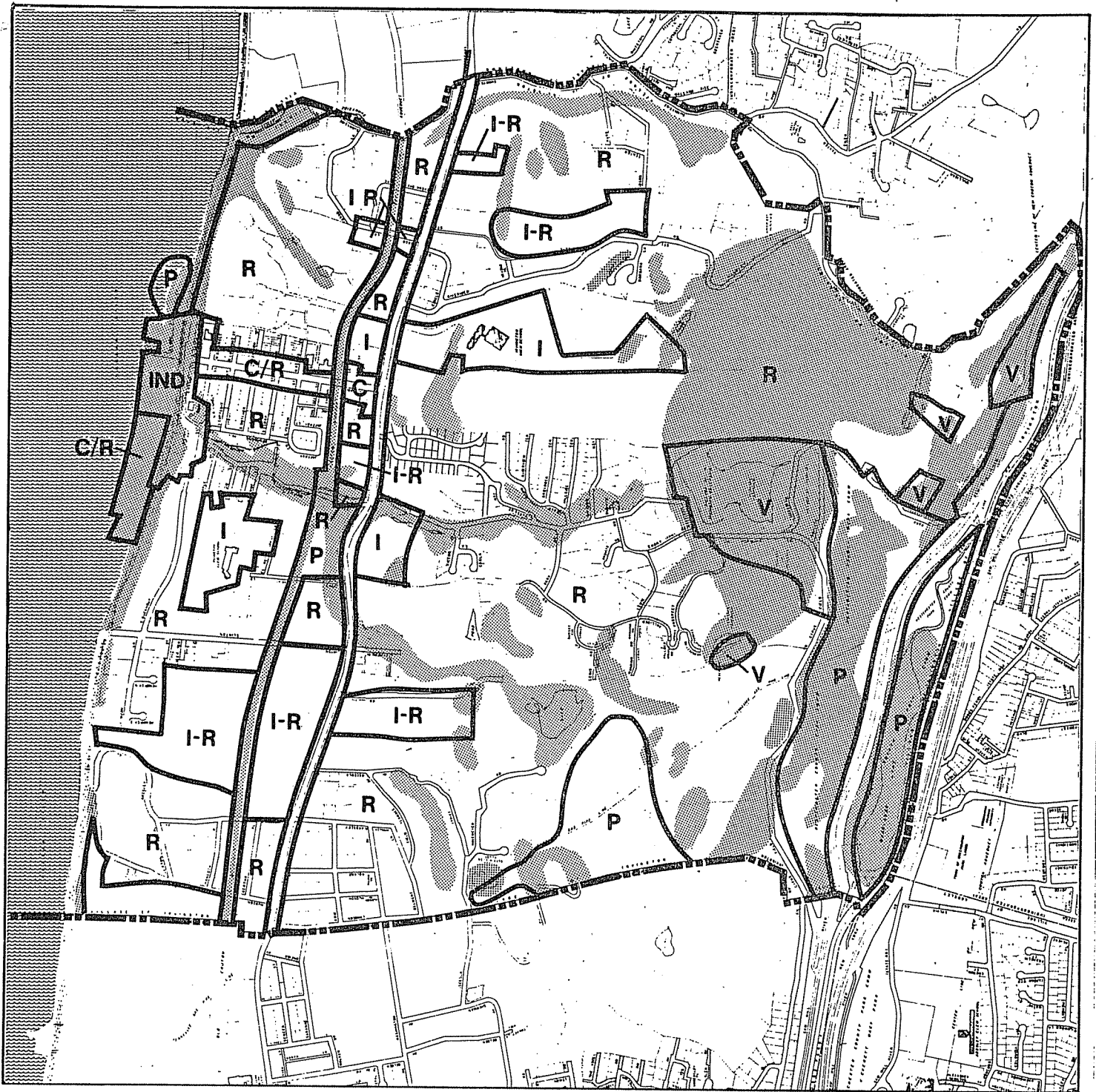
The proposed pathway routes should be separate from automobile routes, where possible, linking homes, shopping, recreation areas, and other high activity centers. The pathway user should be removed where possible by a vegetation buffer from hazardous automobile traffic, street noise and fumes.

Pathways may lie within larger road easements. These easements can be a preserve for natural vegetation, thus insuring more quiet, pleasant surroundings for the bicyclist or walker, at the same time, providing a buffer between private and public open space. Pathway routes may vary within their easements, adjusting their location due to natural and man-made conditions. The size, clearance, and sign system of the pathways should be appropriately scaled to the rate of travel and scale of the user. It is essential to establish a system that is clear and easily recognizable. For this reason, consistent pathway design criteria have been established.

Of the possible construction materials, asphalt is best used in areas where intensive use is anticipated such as access to commercial or recreational areas, particularly if it has a well compacted base and sufficient thickness to avoid uneven settlement. Gravel may be appropriate where the traffic is light and a natural setting is desired. Wood chips can be used in certain locations for similar effects.


The visual appearance and physical construction of sign systems are not only determined by the graphic elements of type and style, but also by the environment in which the signs have to appear and the function the signs are expected to play. The most important factors, however, are legibility, and the overall uniformity should be communicated in a straight-forward and aesthetically pleasing manner.

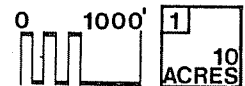
Three basic systems for public signs for the Village are:



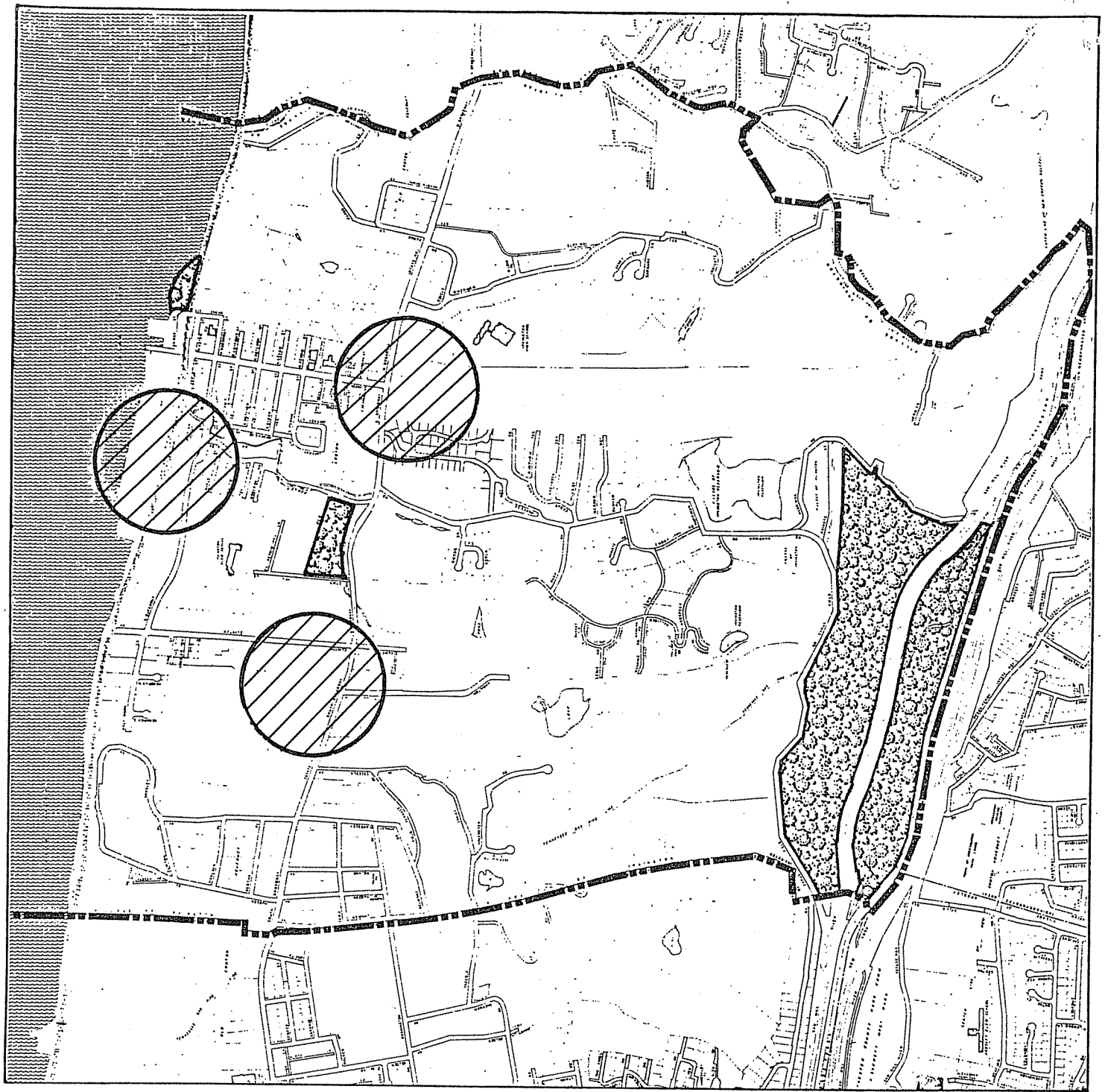
LAND USE

IND	INDUSTRIAL
C	RETAIL/COMMERCIAL
R	RESIDENTIAL
V	VILLAGE WATERSHED

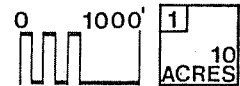
P	PARK/OPEN SPACE
I	INSTITUTIONAL
I-R	INSTITUTIONAL/RESIDENTIAL
	ENVIRONMENTALLY SENSITIVE AREAS



These areas are potentially protected by clustering provisions and performance standards of the village code.



ACTIVE RECREATION OPPORTUNITY AREAS

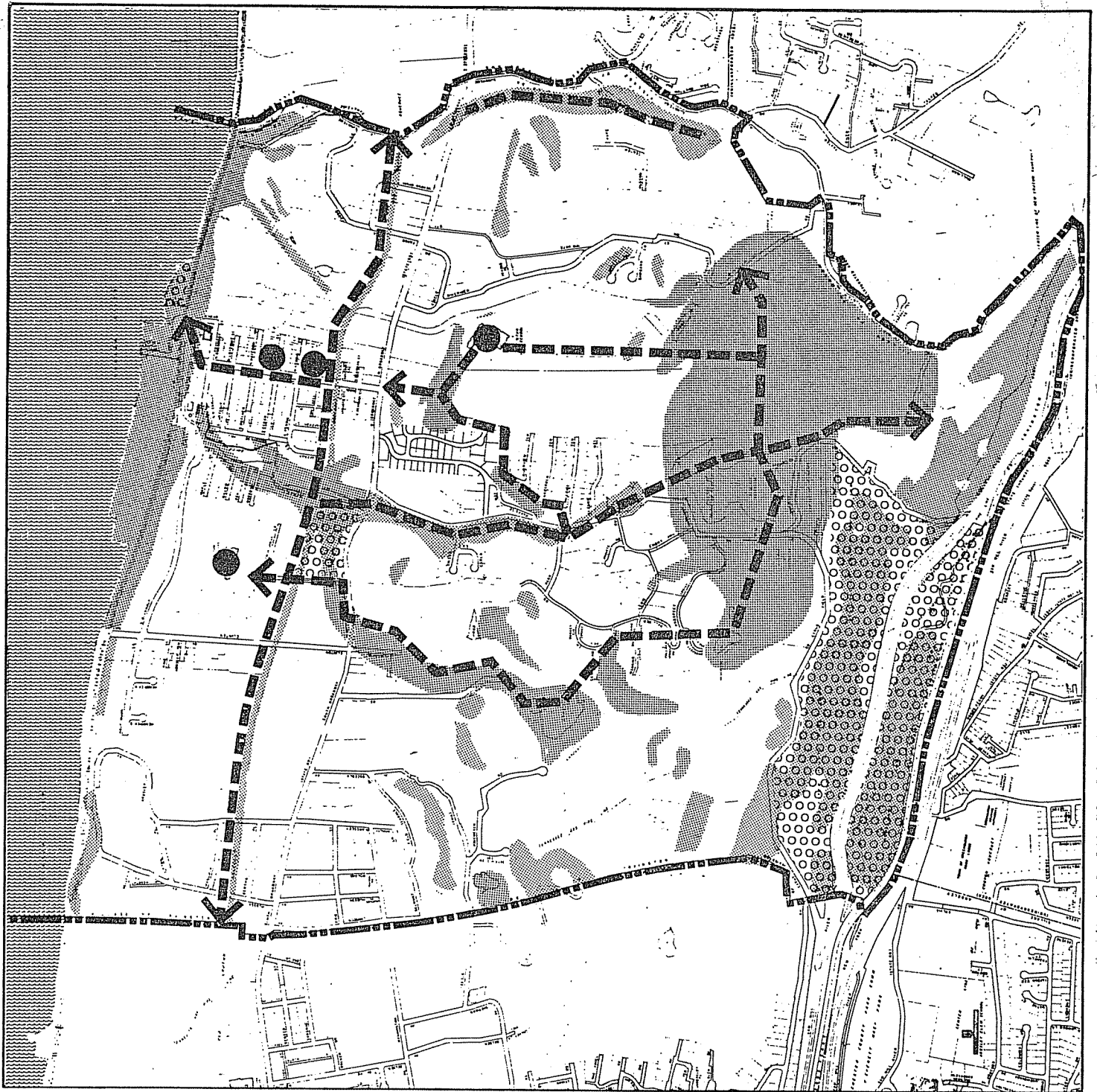


GENERAL LOCATIONS RECOMMENDED FOR
ADDITIONAL ACTIVE RECREATION USES







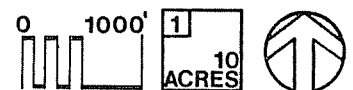
EXISTING PUBLIC PARKS

NOTE: THE ABOVE LOCATIONS OF ACTIVE RECREATION OPPORTUNITY AREAS
ARE FOR ILLUSTRATIVE PURPOSES ONLY.



PROPOSED PATHWAY SYSTEM

-  PROPOSED PATHWAY SYSTEM
-  ENVIRONMENTALLY SENSITIVE AREAS
-  EXISTING PARKS
-  COMMUNITY FACILITIES



NOTE: THE ABOVE LAYOUT OF THE PROPOSED PATHWAY SYSTEM IS FOR ILLUSTRATIVE PURPOSES ONLY.

1. Circulation Components: directional in nature, to aid in control and guidance of vehicular and pedestrian traffic.
2. Identification Components: to reveal the functions of buildings, neighborhoods, open space, etc.
3. Information Components: to make the traveler aware of services, amenities and the environment around him.

All public signs should conform to designs and information characters of the international traffic signs whenever practicable.

Private signs should be restricted in size and be designed to be in character with the Village. Free standing private signs should be set back from the right-of-way line by a distance greater than their height measured from finished grade. Such signs should be limited in size to withstand local wind forces.

The design of utility systems should consider ecological implications and minimize detrimental effects. All utility lines should be installed underground where soil and topographic conditions permit. It is recommended that a common easement should be recorded to serve electric, gas, telephone and CATV whenever possible. Easements should be five feet from the front, side and rear property lines, each. All easements should be a minimum of ten feet total.

The number of traffic signals should be minimal (dependent upon road configuration) and only provided when all other methods of vehicular control have been executed. All aspects of street lighting should be negotiated with the power company which is generally willing to accept good design providing national safety standards are met.

All major arterials and collectors should maintain vegetation buffers of at least 20' where possible. It is recommended that a scenic easement be maintained on either side of Broadway and Harriman Road.

The regulatory elements of this Plan are designed to direct and control use of the Village's natural resources as a human habitat in a fashion commensurate with the goals and objectives of the Board of Trustees. In addition to the requirements of this

Plan, therefore, the health, safety and welfare of the citizens of the Village require that the Village have a building code, plumbing code, electrical code and fire code. These codes are necessary to ensure that the best engineering and construction practices are employed in the Village, and should be updated periodically to reflect advances and improvements in engineering and construction techniques.

The Village should judge any design proposal on how well it is adapted to the character of Irvington and hereby adopts a policy that all public improvements shall specifically enhance Community Design.

G. IMPLEMENTATION OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is enacted pursuant to authority granted the Village of Irvington under Village Law—Article 7 of the State of New York. The implementation of the Plan shall be in accordance with the provisions of the Code of the Village of Irvington, New York. All projects for development or improvement in Irvington by either the public or private sector must be in conformance with the intent and provisions of the Comprehensive Plan and follow procedures outlined in the Village Code.

The Comprehensive Plan and Land Use Zoning provides for approximately 1,250 additional dwellings if all residentially zoned land were developed to capacity. If historic rate of growth is projected for the future it will take approximately fifty-six years to reach capacity or twenty-one additional dwellings a year. If Westchester County Department of Planning projections for regional growth are used, then approximately thirty-two dwellings a year will be added and build out will occur in about forty years.

Real estate demand, economics and public policy will greatly affect the rate and type of future urban growth in Irvington. On the basis of planning studies undertaken in the preparation of the Comprehensive Plan there are no compelling reasons to control the rate of growth in the immediate future nor do existing conditions and trend indicate that a timetable for public expenditures and improvements beyond immediate needs will be either realistic or productive. Long-term programs for major expenditures would in all likelihood stimulate real estate speculation and development in conflict with public goals. For these reasons no implementation schedule is included in the Comprehensive Plan.

The Plan will be implemented at a pace consistent with the Village's capability to provide administrative and economic support for development.

Because the Plan contains elements which require improvements of public safety factors; and because the rate with which adequate funding can be secured is uncertain, the Plan must be evaluated and appraised from time to time. In the initial two years, it is recommended that this be done each year.

In order for the Plan to be implemented it is recommended that planning be a continuous and ongoing process. The Planning Board shall prepare

periodic reports on the Comprehensive Plan to be sent to the Board of Trustees at least once every two years after the adoption of the Comprehensive Plan, or element or portion thereof. Reports may be transmitted at lesser intervals as may be required or upon request of the Trustees. Progress of the Plan implementation shall be included in such reports.

It will be necessary for the Village to keep accurate records of all permits granted and all structures and improvements as built. Supplementary studies will be necessary to improve the information base for future planning, particularly as regards monitoring the impacts of future growth on traffic, utilities, school enrollment and environmental conditions.